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CLASSIC Car Buyer

5th November 2025 **ISSUE 805** www.classicsworld.co.uk

CLASSIC MOTOR SHOW PREVIEW

CLASSIC CHOICE: OFF-ROADERS

BRITISH MOTOR HERITAGE ADDS TO PORTFOLIO

Specialist turns its expertise towards 4x4s with launch of new direct sales platform

British Motor Heritage, established 50 years ago to support owners and the marketplace by putting genuine components for classic British cars back into manufacture, has now extended its portfolio into the world of Land Rover and Range Rover with the launch of BMH4x4.

The Oxfordshire company has forged its reputation by producing parts, body panels and complete bodyshells for MGB, Midget, Austin-Healey Sprite, Triumph TR6 and classic Mini, among others. These items are sold through Heritage-approved specialists, but its new platform will offer direct sales.

"Initially, we've concentrated on the popular DIY and off-roading models. These are very iconic British cars that fit in well with what we've always done," said BMH Manager Director, Graham Payne.

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BUYING THE TVR CHIMAERA

The lowdown on the brutish but civilised V8 sports car

SPOTLIGHT ON

FORD PILOT

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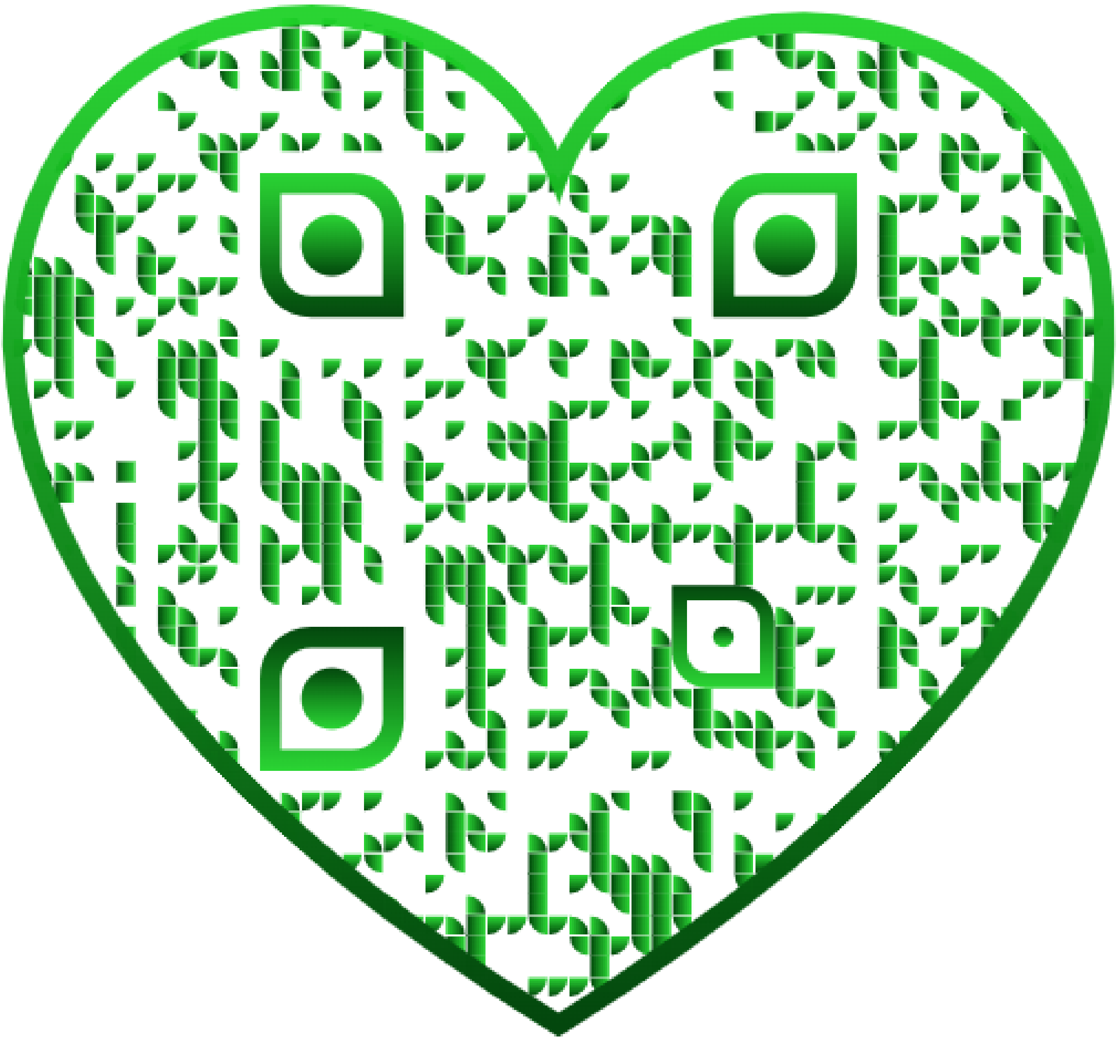

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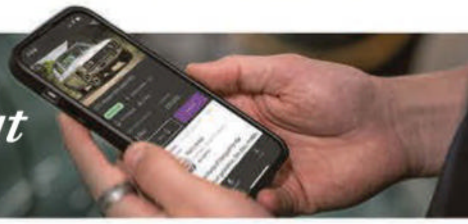

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WELCOME

JEFF RUGGLES
EDITOR

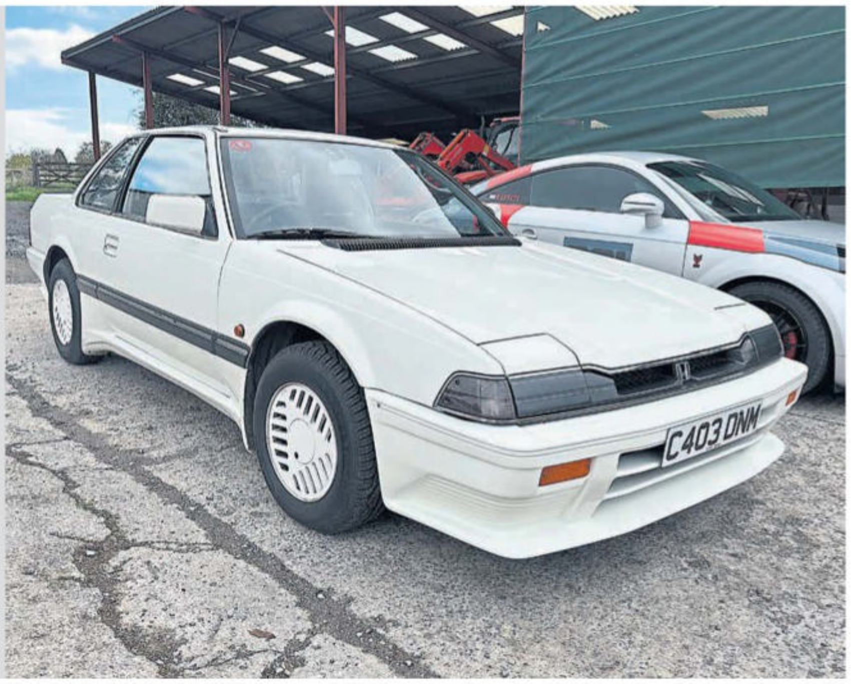
It's fair to say that the 'UPnDOWN' 24-hour driving challenge that two colleagues and I took part in at this time last year left quite an impression. A few of the staffers who remained at home reckoned it sounded like their worst nightmare, but despite managing no sleep whatsoever (when not driving, I hasten to add), I really enjoyed it. I was both delighted that we were able to contribute towards raising money for the Sophie's Legacy charity, and was also hugely impressed that our steed – a 1992 Mercedes W124 saloon in basic 200E guise – managed to stand up to being thrashed across Germany mercilessly for the duration.

I usually like my smaller, less prestigious classics like Minis and Fiestas, but ever since that trip, I've fancied a Merc. So when the *Classics World* team were each tasked with picking their favourite car from the stock at Kim Cairns Classics in Norfolk for a recent road trip video, an R107 500SL was the obvious choice. You can watch the video at youtube.com/ClassicsWorldUK but, suffice to say, I absolutely loved it.

A nice R107 is a bit out of my price range however, so I've been looking at C124s or later R129 SLs, which tend to be a bit more affordable. Imagine my pain, then, at missing out on a R129 SL500 at a recent auction, which went for a fair bit less than it probably should have done. I've only myself to blame for not raising my hand though – I've been saving my pennies to buy a Mk3 Mini 850 that I've seen for sale. Old habits, it seems, die hard…

THE BIG PICTURE

Spotted by editor Jeff at a recent cars and coffee meet in Somerset, this 1985 Honda Prelude caught the eye for being possibly the most 1980s-looking car we've ever seen. In white with a white bodykit and white alloys that group editor Paul Wager reckons are Centra Type 6 items, it looks like it's been lifted out of a period catalogue.



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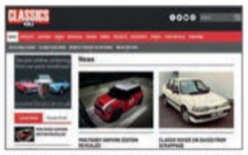

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LONG-RUNNING SHOW PUT ON HOLD

An event that has been a fixture on the UK motorsport and automotive calendar for more than 30 years will not take place in 2026, organisers have confirmed after much speculation. Held annually at the NEC in Birmingham, Autosport International was first launched in 1991 and has traditionally been staged every January, bringing professional racers, engineers, manufacturers and enthusiasts from around the world together over its four days.

Over the years the show has consistently drawn more than 90,000 visitors and 250 exhibitors each year, but has been criticised in recent years for its declining content and pricing. Nevertheless, the news will come as a blow to businesses and fans alike. Autosport International has traditionally been the first big date in the motorsport year, offering a showcase of the latest racing technology, car launches, and appearances from top drivers.

The reasons behind the decision have not been made public, but speculation points to industry pressures and shifting event strategies within the automotive and motorsport sectors – something alluded to in an official statement from the show:

"As the industry continues to evolve, Autosport International is committed to leading that change. As part of this commitment, the show will not take place in 2026 as organisers undertake a comprehensive strategic review to redefine its vision and format."

Fans will be hoping this is just a temporary hiatus, with the organsiers keen to stress that it is not the end. "Autosport International will return in 2027 with a bold new direction, delivering a world-class experience that embodies the future of motorsport – one driven by greater access, interactivity and innovation," its statement added.

What the future holds in terms of format and location remains to be seen. What we do know is that many fans will be hoping for a return to the show's glory years should the return come to fruition.

FORDS COULD TOP £4 MILLION

A remarkable run of Blue Ovals will cross the block at Iconic Auctioneers' NEC sales this weekend, with a combined 46 Ford lots between the two separate Iconic and Classic sales. If every car sells to estimate the line-up carries a combined hammer range of approximately £3.9million to £4.7million

The catalogue blends rare homologation specials, concours restorations and important rally cars. Standout entries include the 2000 Ford Focus Mk1 WRC (ex-Sainz/Moya & McRae/Grist) estimated at £380,000-£420,000, a 1990 Ford RS200 S at £280,000–£340,000 and a 1975 Ford Escort Mk2 RS1800 at £200,000–£250,000. Other highlights are a low-mileage 1997 Escort RS Cosworth, a 2007 Focus Mk2 WRC and several period-correct Lotus Cortinas and Sierra RS models that will attract collectors and rally enthusiasts alike.

Valvoline
Ford
4
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The NEC's dual sales present one of the strongest concentrated Ford offerings seen at a UK show in recent years and are likely to set pulses racing for both specialist and mainstream bidders. See the full catalogues at iconicauctioneers.com.

2026 BEAULIEU SHOW DATES ANNOUNCED

Beaulieu has revealed a packed 2026 calendar of motoring events set to take place at the New Forest venue, with plenty of variety among them.

The season begins with Drive It Day on April 26, inviting owners of pre-2005 classics to join a nationwide celebration of motoring heritage. The popular Simply rallies follow, offering themed gatherings where owners display their vehicles and compete for the People's Choice Award.

The Simply season kicks off with Simply VW on May 24, followed by Simply Porsche (May 31), Simply Ford (June 7), and Simply French (June 28). July brings Simply Land Rover (July 5), Simply Audi (July 18) and Simply Japanese (July 19). In August, enthusiasts can enjoy Simply Mercedes (August 9), Simply Jaguar (August 16) and Simply Aston Martin (August 23). Finally, autumn rounds off the series with Simply BMW (September 20), Simply Italian (September 27) and Simply Smart (November 8).

In addition, the popular Spring Autojumble returns on May 16–17, offering vintage collectibles and motoring spares, and the International Autojumble takes place on September 12–13, featuring hundreds of stands, an Automart, classic car park and the Bonhams auction.

Father's Day (June 21) welcomes the Custom and American Show, celebrating eye-catching customs machines and muscle cars. Other highlights include National Mini Day (June 14), marking the Mini Cooper Register's 40th anniversary, the National Austin Seven Rally (June 28), the Graham Walker Run (August 9). The season concludes with VauxALL South (September 26), celebrating all Vauxhalls, Bedfords and Opels.

BEAULIEU AA
AUTOJUMBLE

Rounding out the summer is Supercar Weekend on August 1–2, showcasing high-performance supercars, hypercars and live demonstrations across Beaulieu's scenic grounds.

Tickets for Beaulieu's events will go on sale later in the year. See beaulieu.co.uk/events for more information.

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BRITISH MOTOR HERITAGE EXPANDS PORTFOLIO

BMH turns its expertise towards 4x4s with the launch of a new direct sales platform

British Motor Heritage can now supply parts for iconic off-roaders such as the Range Rover Classic.

British Motor Heritage, established 50 years ago to support owners and the marketplace by putting genuine components for classic British cars back into manufacture, has now extended its portfolio into the world of Land Rover and Range Rover with the launch of BMH4x4.

The Oxfordshire company has forged its reputation by producing parts, body panels and complete bodyshells for MGB, Midget, Austin-Healey Sprite, Triumph TR6 and classic Mini, among others. These items are sold through Heritage-approved specialists, but its new platform builds on the experience that BMH has garnered with a recent transformation of its Tex Automotive business, and will offer direct sales.

Currently, BMH4x4 caters for the post-1983 Land Rover and subsequent Defender models right through to 2016, Discovery 1-4, the Range Rover Classic from 1970–1995 and the 2005-2013 Range Rover Sport. The L322 Range Rover category should also be on stream by the time you read this, and the P38A is coming soon.

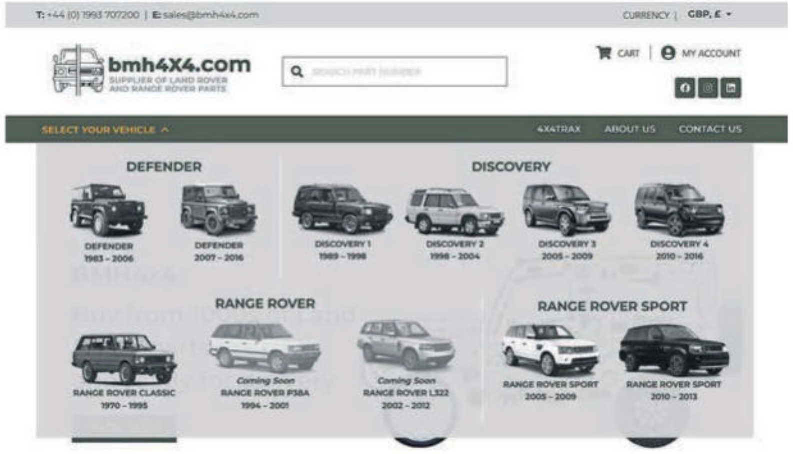
BMH's Managing Director Graham Payne has spent the last 11 months building a bespoke database from scratch to underpin the new site. It's been a natural fit, given that Graham is no stranger to Land Rover – his CV includes a five-year stint at Bearmach – a specialist wholesaler of Land Rover and Jaguar parts – plus a further five years as chief operating officer at Rimmer Bros Ltd, where he overhauled the company's Land Rover output.

The move into Land Rover and Range Rover was born of BMH's desire to future-proof the business. "It came about because of a fall in sales in our markets, so we needed something to take us forward," Graham explained. "Initially, we've concentrated on the popular DIY and off-roading models. These are very iconic British cars that fit in well with what we've always done."

Unlike with BMH's other marques, the parts are not sourced in-house but come from elsewhere. BMH does produce Land Rover parts, but it's made on tooling that Jaguar Land Rover owns and therefore can only be sold directly to JLR. Instead, parts are mostly sourced from fellow Oxfordshire business Allmakes. "They're just down the road from us, they have got amazing availability and they're part of the Britpart Group," said Graham. "We've no plans to make any product at this stage, but never say never..."

The aim has been to produce a site that's easy to navigate. "There's a lot of competition in the Land Rover market, but if you're looking for a front brake caliper for a Range Rover Classic for example and you don't know the part number, some of the websites can be a bit of a minefield" Graham added. "That's why our database is so key to all of this, and we've built the website so that it is clear and you can get the part into your basket with about four clicks. It's been a lot of work!"

Every product comes with a two-year guarantee, and can be shipped worldwide. See bmh4x4.com. ●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The new site, bmh4x4.com, has been designed to be easy to use.

COOPER TO LAUNCH NEW MINI

Mini fans are in for something special at Birmingham's NEC this weekend. Mike Cooper, of Cooper Car Company, is set to unveil his first classic Mini Cooper special edition in 25 years, which will be displayed on the British Mini Club stand as part of the Lancaster Insurance Classic Motor Show.

Never before shown to the public, the Mini Cooper Grand Prix has been designed exclusively by Mike Cooper himself, showcasing a unique style honed during the 1990s. This included the original Grand Prix edition of 1994, a 35-off creation celebrating the 35th Anniversary of the Cooper racing team's victory in the Formula One world championship. The new model is said to combine timeless cues with modern engineering "to deliver an experience both nostalgic and forward looking."

Visitors are invited to the British Mini Club stand, Hall 8 (8-500), this Friday (November 7) at 11:30 for the unveiling of the car by Mike Cooper himself.

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NEC CLASSIC MOTOR SHOW: UNMISSABLE HIGHLIGHTS

The big one is back! The Lancaster Insurance Classic Motor Show gets underway at Birmingham's NEC on Friday, and once again it promises to be a cracking event, with over 3000 classic cars from all eras spanning seven halls (the size of 16 football pitches), 450-plus exhibitors and traders, the UK's biggest indoor autojumble, 310 car clubs and much more besides. Join us as we reveal our top 10 must-see highlights.

924 OWNERS CLUB
Porsche 924 Carrera GT 1981

TOP TIP

Book parking in advance – it'll cost £13.95 per car rather than £18.95 – see necclassicmotorshow.com/plan-your-visit for details. Or spend over £20 in one of the shops or restaurants at nearby Resorts World, and parking at Resorts World will cost just £3.50 per day.

CLUB CLASS

Clubs are the heart of the Classic Motor Show, and 2025 will be no exception. A whopping 310 clubs are set to exhibit – with everything covered from Allegros to the MG 'Zed' ranges.

The Federation of Historic Vehicle Clubs (FBHVC) will once again host its Federation Village in Hall 5, while many of its member clubs will have displays of their own. In celebratory mode, meanwhile, will be the MG Car Club, which will be getting the party started for its 95th birthday.

Further adding to an extraordinary celebration of motoring heritage, the spotlight will also be on the 16 vehicle clubs making their NEC show debut. Among the newcomers are the Ford Escort MkII RS1800 group, showcasing one of rallying's most iconic cars, and the Post Office Vehicle Club, which offers a nostalgic journey into the history of utility vehicles.

Meanwhile, the Triumph Razoredge Owners' Club shines a light on elegant mid-century luxury, and the Shenstone & District Car Club will highlight a local dedication to motorsport culture.

While a high percentage of the clubs are returning to the NEC, all the exhibiting clubs are asked to bring different vehicles than in previous years to ensure there are exciting new displays and rarities for visitors.

MORRIS MINOR OWNERS COMMUNITY

MEET THE EXPERTS

This year's show will once again feature the popular 'Meet the Experts' Theatre, featuring celebrities, discussions, debates, interviews, competitions and insights, all related to the world of classic cars.

Big names will include Wheeler Dealers star Mike Brewer, Richard Hammond and fellow Drivetribe star Mike Fernie, designer Sir Ian Callum, and the team from Iconic Auctioneers, among others. The *Classics World* team will also be making various appearances.

And should you want to hone your skills, there's The Restoration Workshop, which offers visitors the opportunity to learn from expert mechanics and renovators.

PODCAST LOUNGE

Making a return after a successful 2024 debut is the Podcast Lounge, where visitors can watch live recordings of their favourite motoring podcasts. Get a front row seat as various motoring topics are discussed, with contributions from *Classics World*, Car Chum, the Alfa Romeo Driver Podcast, The Driven Podcast, My Dad's Car, The Tyre Kickers, IDriveAClassic, Paddock Speedshop and more. Find it all in Hall 3.

THE SPORTING BEARS

The Sporting Bears will be organising Dream Rides at the NEC. In return for a minimum donation to UK children's charities, Sporting Bears will take you out for a passenger ride in the car of your dreams.

Since Dream Rides began in 1989, the Sporting Bears have raised over £3.7 million in donations for over 70 UK charities. The 2025 NEC rides include a Jaguar E-Type roadster, an Austin-Healey 3000, a Peugeot 205 GTI 1.9, a Ford Sierra RS Cosworth, a classic Mini, an MGC, a Triumph TR6, a TVR Tuscan, a 1967 Mustang, a Subaru Impreza, a Rolls-Royce Silver Shadow and a Citroën 2CV Special.

MEGUIAR'S CLUB SHOWCASE

The Meguiar's Club Showcase is always a massive NEC highlight, featuring a fantastic line-up of cars that have been winners at club events during the year. The 2025 event will be no exception as the crème de la crème of club cars go head-to-head, and you can expect plenty of variety among them.

The cars that appear in the final are always exceptional, but they are not ornaments. Some finalists use their cars as daily drivers and even drive their cars to the NEC to go on the Meguiar's Club Showcase stand. The winner will be revealed at 12pm on Sunday.

PRIDE OF OWNERSHIP

Just as in previous years, 20 contenders will be vying for honours in the Lancaster Insurance Pride of Ownership autumn finals. This isn't about a concours finish or deep pockets – it's just as much about heart, heritage and the stories that make motoring magic. Best of all, you get to vote for your favourite.

As ever, this year's lineup is hugely eclectic and many are true to the show's 'Best of Both Worlds' theme. French fancies will include John Hemming's 1990 Peugeot 205 GTI with its Dimma bodykit and Turbo Technics conversion, Mark Riley's 1965 Renault R8 Gordini, Jason Crawley's 1999 Citroen Berlingo 800 DLX Van and Steven Prevett's 1972 Citroën SM. A quintet of Fords, meanwhile, comprises Mark George's 2009 Focus RS, Christopher Frost's 1983 Escort RS1600i, the 1983 Fiesta Mk1 of Jordon Fenton, Will Wilson 1964 Cortina MkI and Adam Crowton's 1966 Mustang, while the 1973 Saab 96 V4 of Christopher Boffey is of course powered by a Ford V4.

Henry Hoare's 1967 Triumph TR4, Luke Hopson's 1974 Rootes Commer Pick Up and Richard Holmes 1971 Morris Mini Pick Up fly the flag for the Brits, as does Ian Dunning's 1998 Rover Mini Cooper, which has been modified as a modern take on the Austin Seven. David Wootton's 2004 Vauxhall Astra GSi Turbo is further contender, as are Darren Adamson's 1991 Daihatsu Charade GTti and the 1992 Austin Metro 310 City Van belonging to Alex Mills. Rounding out the 20 are three VWs: Andy Green's 1970 Beetle, Nigel Walford 1997 T4 800 Special and Harry Chodka's awesome 1990 Golf G60 Syncro.

The winner will be announced by Mike Brewer on the Sunday afternoon.

BEST OF THE BEST

In addition to the regular autumn finals, there will be five finalists in the Lancaster Insurance Pride of Ownership 'Best of the Best' competition.

Of the 14 previous winners taking part, a public vote saw them whittled down to five final contenders. These include Simon McNamara's 1983 VW Golf GTi Mk1 (which won in autumn 2017), James Cribb's 1989 Austin Metro City (autumn 2016), Paul Clappison's 1972 MGB GT (spring 2018), Ted Brookes' 1961 Morris Minor Million (autumn 2019) and Colin Fidler's 1956 Austin A35 (spring 2024).

The trophy and prize bundle will be handed over to the winner on the show's opening morning, with all five cars on the Lancaster Insurance stand at the entrance to Hall 1.

TOP TIP

Don't want to pay for parking? You can save on fees by parking at a nearby station and doing the rest by train.

MILITARY VEHICLE SHOWCASE

New for 2025 is the Military Vehicle Trust Commemorative Showcase. Spanning nearly 1900 square metres, the display will feature historic military vehicles and immersive wartime set-pieces, transporting visitors back through key moments of 20th century history.

Each vehicle has been meticulously preserved and will be presented with expert commentary and interactive elements, giving visitors of all ages a chance to discover the human stories and engineering ingenuity behind them.

SUPER AUCTION

Iconic Auctioneers is bringing a bigger-than-ever sale to the Lancaster Insurance Classic Motor Show. Filling nearly an entire hall, the auction will feature over 500 classic car, motorcycle and automobilia entries.

The Iconic Sale will take place on the Saturday of the three-day show and will feature the higher-end collectors' and competition cars, while the Classic Sale on Sunday caters more for the enthusiasts' market. See page 4 for details of the various Ford entries, or head to iconicauctioneers.com for the full catalogues.

CLASSIC FORD

The Classic Motor Show will celebrate 50 years of the iconic TV cop show, The Sweeney, with the series' Consul GT set to play a starring role on the stand of our sister title, *Classic Ford.*

The hit series first aired on our TV screens in 1975, and starred legendary actors John Thaw and Dennis Waterman as Scotland Yard detectives, Regan and Carter. However, the bronze, 3.0-litre Ford Consul GT used by Regan and Carter in the first two series became almost as famous.

Following restoration, the Consul returned to the road in 2019 and you can see it in the metal on the *Classic Ford* magazine display in Hall 8.

Elsewhere, another of our sister titles, *Classic American*, will showcase the finest slices of Americana the UK has to offer in the *Classic American* Car of the Year showdown. Visitors will be able to see the chrome-drenched beauties in all their glory and be there when the winner takes the crown. ●

BOOK TICKETS

You can purchase advance tickets online before midnight on Thursday November 6, 2025. See www.necclassicmotorshow.com.

GET TO THE SHOW:

The event takes place at Birmingham's NEC (B40 1NT) from November 7-9

Opening hours:

Friday November 7: 10.00am – 6.00pm
Saturday November 8: 9.00am – 6.00pm
Sunday November 9: 9.00am – 5.00pm

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Guide: No Reserve

Vauxhall Belmont L
Guide: No Reserve

Peugeot 309 GL
Guide: No Reserve

Triumph Spitfire 1500
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REVIEW CHARTERHOUSE, OCTOBER 23

Charterhouse hosted its final vintage and classic car auction of the year at the Haynes Motor Museum on October 23, with a varied catalogue that ranged from a 115-year-old Swift 7hp through to emerging collectors' cars and even a milk float.

The Swift proved to be a hit, selling for £9800 including fees, which was mid-estimate. It was one of a host of pre-war cars, but few were able to attract as much attention as a 1934 Jensen-bodied Wolseley Hornet Special, which was estimated at a mere £6000-£8000 but went on to sell for £13,800.

Moving on to post-war cars, a 1948 Bristol 400 proved to be one of the stars of the sale, beating its £10,000-£15,000 guide to sell for an impressive £28,750. And continuing the prestige sporting coupe vibe was a 1959 Jaguar XK150 SE, which topped its £34,000-£36,000 estimate but still looked an excellent buy at £39,100. Oh, and then there was the aforementioned milk float. A 1956 Austin-Morris J Type that had made guest appearances in the Heartbeat TV series, it settled at the top end of its estimate for £13,800.

Land Rovers of all ages proved popular too, with a 1954 Series 1 topping its £10,000-£14,000 guide to finish up at £14,950, and a 1960 Series 2 making £10,350. A 1985 Range Rover Classic V8 in desirable manual guise that showed just 53,860 miles was another to be snapped up for £14,950, and a later P38 – a Vogue model dating from 2000 – beat its upper estimate to change hands for £4140. For those who wanted their 4x4 with a Japanese flavour, meanwhile, a 1992 Subaru 'Brat' pick-up beat its modest £2500-£3500 estimate to make £3795, and a 1993 Toyota Hi-Lux, complete with a full kit for wading, went for £4140.

Other highlights included a 1971 Austin 3-Litre that sold for an impressive £9200, plus a 1973 Toyota Corolla imported from sunny Portugal, which changed hands for £3450. We also rather liked a very original Ford Escort Mk4 1.6 GL dating from 1988, which sold just above estimate for £3565, and a rare 1995 Mercedes-Benz SL500 Mille Miglia Edition looked great value at £6900.

For the list or results, head to charterhouse-cars.com. ●

RANGE ROVER
C755 TOF

Among the many 4x4s in the sale was this very tidy 1985 Range Rover, resplendent in Balmoral Green. The desirable V8 manual model variant showed a mere 53,860 miles and went on to find a new home for £14,950.

Gathering much of the attention was this 1934 Wolseley Hornet Special with a Jensen Motors coachbuilt body and 1271cc six-cylinder motor. It had been bought by the owner back in 1961, and though it needed some recommissioning, it sailed past its £6000-£8000 estimate to make £13,800.

One of two C-Series-powered classics in the sale alongside an MGC GT, this 1971 Austin 3-Litre was subject to a full body, engine and gearbox rebuild some four years ago, with photographic documentation. It sold towards the top end of its guide for £9200.

How about this for a bit of former street furniture? This 1988 Ford Escort 1.6 GL showed approximately 38,000 recorded miles and had been part of a private collection. It needed some recommissioning work but was tempting enough to sell for £3565.

An iconic wedge model in metallic light green with split-rim wheels, this 1989 TVR 400SE had been treated a body off restoration in 2016 and had been subject to much expenditure. At a mid-estimate £9200, it offered a lot of bang for the buck.

The oldest car in the sale was this 1910 Swift 7hp, which has been in the same family for 45 years. It had been treated to lots of mechanical work but needed some recommissioning work and the body remained unrestored, neither of which could prevent it selling for £9200.

A left-hand drive example, this very original 1973 Toyota Corolla had been imported from sunny Portugal and UK registered. It was sold for £3450 to a couple who had owned a similar one when they first got married, and had started travelling at 2am to get to the auction!

One of only 487 400 models made and a rare survivor, this 1948 Bristol looked smart in red with a cream leather interior. Being sold by the vendor to free up space for new purchases, it was estimated at a modest £10,000-£15,000 but went on to change hands for an impressive £28,750.

REVIEW

WB & SONS, OCTOBER 25

WB & Sons' regular auctions returned with an October 25 sale at the firm's Newcastle upon Tyne base. A whopping 192 lots were entered, with some impressive sales among them.

Rarities and former street furniture featured prominently, with our favourite being a 1980 Vauxhall Chevette in exceptional condition. A rare Sun Hatch special edition, it had covered only 37,000 miles from new and sold almost at the top of its estimate for £9810. In addition, a 2000 Suzuki Swift showing just 17,000 miles was snapped up as a bona fide Festival of the Unexceptional entrant for just £2398, and a humble 1976 Ford Escort 1.3 GL topped its £6000-£7000 guide to make £7521.

Among the faster Fords was a 1980 Mk3 Capri Ghia 3.0 with automatic transmission, which sold for £17,440, and a 1989 Sierra Sapphire RS Cosworth that was another to sell mid-estimate at £19,892. Other fast saloons to perform well included a 2003 Subaru Impreza WRX STI showing just 31,000 miles, which sold for £24,252 against a £15,000-£18,000 estimate, and a 1960 Mk2 Jaguar 3.4 that beat its £16,000 upper guide to sell for £18,802. The latter wasn't the only Jaguar to impress, however – a 1970 E-Type Series 2 Coupe sold for £31,610, having been estimated at £22,000-£26,000, and a 1955 XK140 FHC easily topped its £40,000-£45,000 guide to change hands for £54,500.

Intriguing rarities included a pair of French classics in the shape of a 1966 Renault Caravelle and a 1954 Citroën Traction Avant, with both finding new homes. A regal Brit in the form of a 1961 Humber Hawk also caught the eye, beating a £3500-£4500 estimate to finish up on £5722, and a 1935 Austin Seven Ruby flew the flag for pre-war cars by selling for a guide-beating £6867. The other end of the performance scale, meanwhile, was ably demonstrated by a 1992 BMW 850i, with the V12 variant sold for £12,535 against an estimate of £8000-£10,000.

Italian classics also played a part, with a trio of Fiats comprising a 1995 Panda with the CVT gearbox and just 39,000 miles, which sold mid-guide for £3379, plus a 1966 Fiat 1500L that sold for £7630 and a 1987 Bertone-built X1/9 that beat its £5000-£6000 estimate to change hands for £6812. Staying with the theme, the very first lot of the sale – a 1999 Alfa Romeo GTV Lusso – sold well above its guide for £3542 but still looked well priced for a V6 Busso-engined car.

For the full list of results, head to wbandsons.com. ●

A rare 'Sun Hatch' edition, this immaculate 1980 Vauxhall Chevette came with extras over the standard model including a Britax sunroof, tinted glass, a retractable aerial, sports wheels, front head restraints and more. It had covered just 37,000 miles and sold at the top of its guide for £9810.

Rarely seen in such original, unmodified condition, this UK-specification Subaru Impreza WRX ST had covered just 31,000 miles and had a large history file – factors that doubtless saw it comfortably top its £15,000-£18,000 estimate to make £24,252.

This Humber Hawk was manufactured in 1961 but not registered with the DVLA until 1970, with its roll-down glass partition between the front and rear seats, unusual black hue and rear heating vents all hinting at an interesting past. It topped its £3500-£4500 guide to make £5722.

Arguably the sale's most impressive performer was this 1955 Jaguar XK140, which was one of just 839 fixed-head coupes built in right-hand drive. Owned by the vendor since 1978 and supplied with a large history file, it easily beat its £40,000-£45,000 guide to change hands for £54,500.

First registered in Kent, this 1976 Ford Escort 1.3 GL showed only 52,000 miles and was very original, albeit with nicely refreshed paint. Unmodified UK-supplied Mk2s are rare nowadays, and this four-door example proved its desirability by selling for an estimate-beating £7521.

Resplendent in sought-after Lagoon Green, this fully loaded BMW 850i looked to be a fine example of the Bavarian V12 super coupe that had been meticulously maintained. It showed 79,000 miles and managed to beat its £8000-£10,000 guide to sell for £12,535.

Showing just 16,000 miles, this 1988 Bedford Rascal pick-up had been with the vendor for nine years and looked very clean throughout. Surely something of a unicorn, it just beat its upper estimate to sell for £3270.

This Bertone-built 1987 Fiat X1/9 was a well-presented and very original example that had covered 68,000 miles from new. Sold with a history file including a stamped service book, it just beat its £5000-£6000 guide to change hands for £6812.

MGB
TR5-6
SPITFIRE
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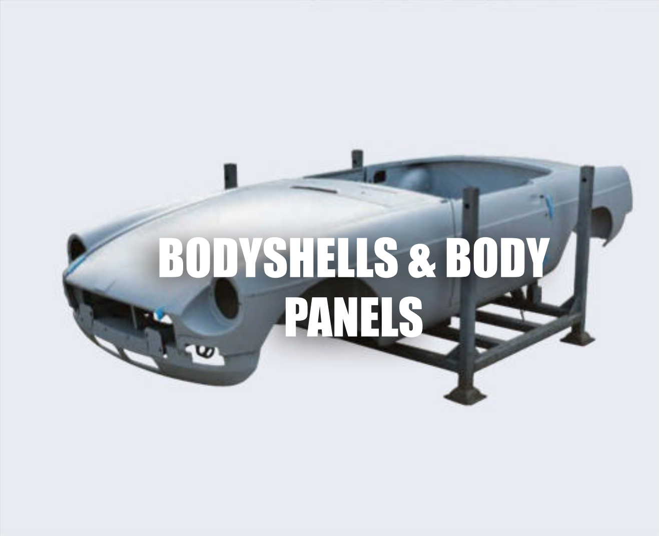

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ON THE SIDE

These three cars each represented a sidevalve swansong for their manufacturer, but today they remain notable for their classic charm and character. We chart their values.

Premium for Tourer

MORRIS MINOR SERIES MM (1948-1952)

The humble Morris Minor was developed steadily throughout its career, and became somewhat synonymous with A-Series power. But the engine wouldn't be fitted to the Minor until after the merger between Nuffield Organisation and Austin in 1952, when the car had already been on the market for four years.

Designer Alec Issigonis originally planned to equip the Minor with a brand-new flat-four engine, a compact design that would have freed up extra space inside the car. But issues with vibration and reluctance from the management meant the engine used in the new Minor of 1948 was therefore the 918cc sidevalve unit from the previous Morris Eight. But the Minor was still advanced, combining monocoque construction, torsion-bar front suspension, fully hydraulic braking and rack-and-pinion steering with room for a family of four. Initially, a two-door saloon and open-topped Tourer were made available.

Wing-top headlamps were created in 1949 for North American export models (to comply with new US safety legislation), which didn't appear on UK versions until the four-door saloon appeared in October 1950. After January '51 all remaining Lowlight fronts were discontinued, before the Series 2 arrived with its 803cc A-Series the following year.

Historically, the sidevalve versions were somewhat ignored in favour of the more useable later cars. As the genesis of the model, they have become increasingly sought-after in more recent times, but are still relatively affordable. Really early ones can command a premium – in 2023 the seventh saloon built was sold by Historics for £25,200. Otherwise, £6000-£7000 has been more realistic for a useable example for several years now, rising to five figures for the best. The Tourer usually commands a fair chunk more, with a 1949 car selling for £20,700 at Manor Park Classics in December 2023, and a couple more five-figure sales over the past five years.

TRIUMPH MAYFLOWER (1949-1953)

Long before the likes of Audi and MINI brought the formula into the mainstream, the idea for an upmarket small car was pioneered by Triumph. Its 1949 Mayflower model was exactly that; a small car based on pre-war Standard components, marketed and sold as a premium car for the simultaneously image and budget conscious post war motorist.

The Mayflower used a 1247cc version of the Standard Flying Ten's side-valve engine, albeit updated with an aluminium cylinder head and single Solex carburettor. It was the first car with unitary construction to be manufactured by the Standard Motor Company or its Triumph subsidiary, with its body designed by Leslie Moore of Birmingham coachbuilding firm, Mulliners. The car became famous for its 'razor edge' styling, imitating the style of Rolls-Royce and Bentley.

Sadly, as it was priced at half as much again as a Morris Minor when it was new, sales failed to meet expectations. It was replaced in 1953 with the Standard Eight, with its maker choosing to focus on the relentlessly spartan end of the market instead.

Today, the Mayflower is rare but affordable. You won't have to pay much more than £5000 for a really good one, and possibly less. The highest figure we've seen at auction over the last decade was £6450, and that was at Mathewsons in 2019. Otherwise, most cars have been sold for £1500-£4000. In late 2023 and early 2024 there was a glut of cars closer to the £4000 mark, but in 2025 we've seen cars sell at SWVA and Brightwells for £2300 and £1680 respectively, suggesting that bargains are to be had. Don't expect much investment potential, but as a quirky head turner, the Mayflower is surely worth a look.

Rare but inexpensive

FORD ANGLIA/PREFECT/POPULAR 100E (1953-1962)

The 100E series of small Fords was an unusual mix of the old and the new. The blocky styling, monocoque body, MacPherson strut front suspension and hydraulic brakes were all derived from the innovative Consul/Zephyr that sat above it in the range. But while those cars had new OHV engines and slick four-speed transmissions, their smaller siblings retained the sidevalve engine (albeit quite heavily updated) and a three-speed gearbox. Available in two-door Anglia and four-door Prefect forms, there was also an estate model, badged as the Escort or the plusher Squire.

The 100E sold well and earned a reputation as a reliable and practical product. The very quick steering, with two turns lock-to-lock, was especially notable and made the cars particularly suited to navigating city centres and urban traffic. When the all-new Anglia 105E was announced in 1959, the 100E version was retained in stripped-back form as the two-door Popular, allowing Ford to retain the distinction of offering the cheapest saloon car on the British market.

Values for the 100E family have never broken the bank, but we did see a couple of examples hit close to £10,000 at auction in 2019 and 2020, but nothing has broken £5000 at auction since 2023 and all have been under £4000 since 2024. Whether an Anglia, a Prefect or a Popular doesn't make a significant difference, although looked at in aggregate it seems that Prefects come in very slightly below the two-door models. All told, you can expect to pay around £5000 for a 100E in fine condition, and £3000 or so for a solid and useable one in need of a little smartening up. Estates fetch a little more, but not massively so – around £6000-£7000 for a good one, and even the best (a restored Squire with wood side panelling) won't easily break into five figures.

An affordable Ford

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MADE IN ABINGDON

It's 45 years since MG's spiritual home was closed after over 50 years of activity, but we still fondly remember the iconic cars that passed through the factory gates – and not all of them wore an Octagon badge…

JEFF RUGGLES
EDITOR

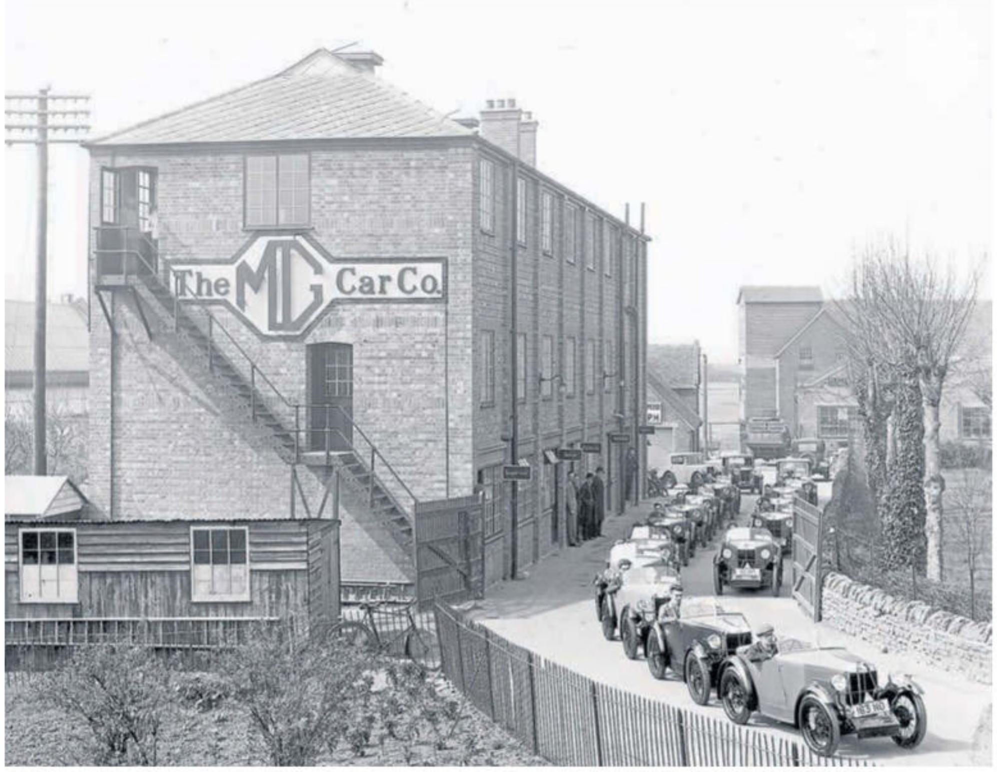
When it comes to celebrating the centenary of the MG marque, fans can be forgiven for not being quite sure when to put the party hats away. The Octagon badge was first used in 1923, but MG itself recognises 1924 as the beginning, and has done since at least 1994. There have even been models to commemorate 1925 over the years, too.

What we do know with more certainty is that M.G. Car Company was incorporated in July 1930, 95 years ago, by which time the firm had been based in Abingdon-on-Thames for 12 months, moving into a disused extension to the Pavlova Leather Company factory. It would spend the next 51 years there, before the factory doors were closed for the final time in 1980.

The first cars had been modified versions of Morris models, but gradually MG began to forge its own identity, and after the Abingdon move new models came thick and fast. Here, 45 years after Abingdon was shuttered for good, we pay tribute to some of its most iconic vehicles.

M-TYPE MIDGET

Debuting at the 1928 Motor Show, the announcement of the M-Type Midget pre-dated the Abingdon move, but here was a car instrumental in creating a public perception for MG as a producer of small and affordable sports cars. Based on a Morris Minor chassis and powered by the Wolseley-derived 847cc OHC engine, it featured a simple lightweight two-seat body with a pointed tail. Full-scale production started in 1929 and nothing could touch it for performance at the price.



In February 1931, a record-breaker, EX120, was developed from the M-Type Midget and recorded an astonishing 103.13mph when driven by George Eyston at Montlhéry in France. To build on this success, MG produced the C-Type Montlhéry Midget. The C-Type chassis was then modified to create the D-Type and F-Type Magna, before MG introduced the J-Type at the 1932 Motor Show. Essentially a development of the D-Type, the 847cc J-Type set a style for MG sports cars that would endure until the middle of the 1950s. This in turn was replaced in 1934 by the P-Type, with a stronger chassis and, in the later PB, a 939cc engine.

Then in 1935, William Morris sold the MG Car Company, moving it on from his personal holdings to the Morris Motors Ltd portfolio and appointing Leonard Lord as its Managing Director. This changed things dramatically, with a ban on motorsport, the closing of Abingdon's design office, an instruction to use more components from the corporate parts bin and for new models to have longer production lives, all in a bid to up profits.

This was a major blow to MG's driving force, Cecil Kimber, and his team, with more interference coming from outside their small empire. In commercial terms it was probably no bad thing, giving rise to the legendary T-Type line and sumptuous SVW cars.

T-TYPE (PRE-WAR)

The T-Type was initially a consequence of the product rationalisation. Gone were the OHC Wolseley-derived engines and in came the OHV engine from the Morris Ten. However, the T-Type was physically bigger than the outgoing P-Type in all directions, and its 1292cc MPJG engine had lots more torque. The T-Type also had hydraulic brakes and a water pump.

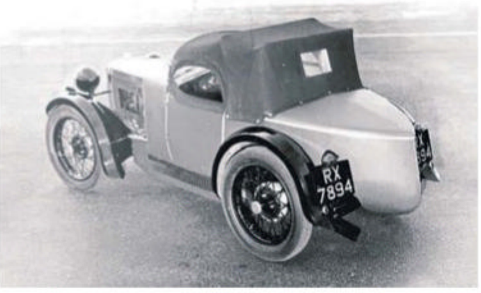
There were 3003 units of original T-Type built, retrospectively called the TA, before it was succeeded by the TB in May 1939, only a few months before the outbreak of war. It didn't look radically different, but could boast the brand-new XPAG engine. Capacity was down to 1250cc, but it was a strong and tuneable unit. Sadly, in just four months of production, a mere 379 examples were built.

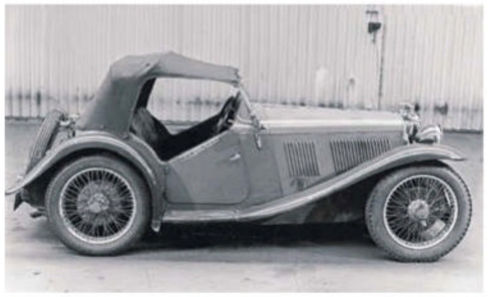
All car manufacturing came to a halt from 1939-1945. In that time MG made a massive contribution to the war effort, but Cecil Kimber was unfairly dismissed for procuring government contracts outside the Morris Group chain of command, and was tragically killed in February 1945 in a freak rail accident.

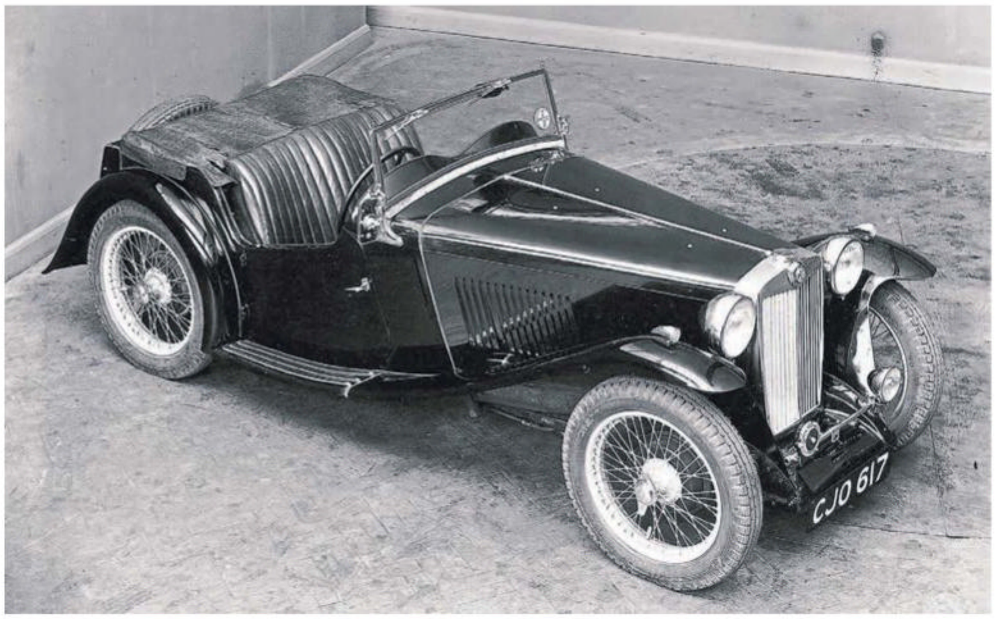
T-TYPE (POST-WAR)

MG emerged from the war with the Abingdon factory intact, but like most British manufacturers faced huge hurdles in its bid to resume car production. Despite the wide range of pre-war models, it now had to concentrate on building just a single model that would sell well, and that meant a small, two-seater sports car.

The TB was thus dusted off, and MG made a few tweaks, including widening the body, to create the TC. A mere 81 had been built by the end of 1945, but no fewer than 1500 were dispatched the following year. All the time new export markets were being opened up, and in 1947 more MGs were sold abroad than in the UK for the first time ever – even though







they were available only in right-hand drive.

This only intensified from late 1947 when the UK government coerced manufacturers to concentrate on exports, and of the 10,000 TCs built by November 1949, almost 66 per cent had gone abroad. Some 2000 had gone to the USA, an unlikely market for such a small, antiquated vehicle. Yet in many ways that was the TC's appeal – as domestic cars grew ever more gargantuan and cossetting in the USA, the little MGs reconnected enthusiastic drivers with the road.

The TD kept the TC formula, but brought it (slightly) more up to date by sitting on an adapted Y-Type chassis. That meant independent front suspension plus rack-and-pinion steering, and the body was widened once again. Though looking essentially the same as the TC, every panel had in fact been modified and the overall impression was of a slightly less upright and angular car. It weighed more than the TC and so was slightly slower despite revised gearing, but it was the right car for the times and 30,000 were sold. There was even a TD Mark II that accounted for nearly 3.5 per cent of sales and featured a 5.5 per cent increase in power, as well as stiffer suspension and other tweaks.

Sadly, its TF replacement of 1953 was roundly condemned in period as too little, too late to revive the T-Type's fortunes. Taken in the context of the day this was fair enough, because it really was outclassed in every way by the opposition, but on the classic scene the TF has long been highly regarded. It was based on the TD Mark II running gear, but had a lower and sleeker body with headlights recessed into the front wings. Inside there was a new centrally mounted fascia too, yet still no fuel gauge. In 1954, the engine was enlarged to 1466cc to create the XPEG unit, and in TF1500 guise this saw out T-Type production in 1955. As an unwanted stopgap it didn't do badly, with 9600 sold in just over 1.5 years, 3600 of which were 1500s.

MAGNETTE

MG's one-model policy was to last just 18 months, because the Y-Type emerged in 1947 featuring a modified Morris Eight Series E body that sat on a totally new chassis. Power came from the TB's 1250cc XPAG engine, but with a single carb. Comfort, roadholding and handling were highly praised and it was updated late in 1951 as the YB, but by the 1950s it was looking decidedly dated.

The YB soldiered manfully on until the end of 1953, but something new was needed, and one of MG's most impressive saloons was the result. The Z-Type Magnette was duly launched alongside the TF at the 1953 Motor Show, and upset some of the MG faithful, who didn't like that it resembled the Wolseley 4/44 released the previous year. What they failed to appreciate was that MG's first monocoque car was lower and sleeker – only the roof, the boot lid and the front doors were common with the Wolseley – and it was far sportier thanks to a floor-shift rather than a column change and tweaks to the suspension. It also went better thanks to being fitted with BMC's new 1489cc B-Series engine. That gave the 60bhp Magnette a 14bhp advantage over the Wolseley, and before long MG traditionalists were won over.

The initial Z-Type Magnette became retrospectively known as the ZA once the model had been updated late in 1956 to create the ZB. Power was now up to 68bhp, making it the fastest 1.5-litre saloon sold in Britain at the time.

The Z-Type Magnette has the unusual

distinction among MG models of being phased out long before the public had tired of it. It was replaced in 1959 by the Farina-bodied Magnette Mk3, which was less of a drivers' car and, crucially for this story, wasn't built or designed at Abingdon. The same went for the later ADO16-based MG 1100 and 1300 too, meaning the ZB was the last MG-based saloon to be built at Abingdon.

MGA

Marking a significant new era for the Abingdon, the MGA remains arguably the Octagon's most beautiful car. The roots for its smooth, aerodynamic lines can be traced back to 1951, when chief designer, Syd Enever, produced a sleek new body for George Phillips' TD to compete at Le Mans in 1951. A revised 'EX175' version used a wider chassis frame to sort the issue of the driver being sat too high, but was rejected by Leornard Lord in 1952, who didn't want an in-house competitor for the newly sanctioned Austin-Healey 100.

The MGA was, however, finally launched in autumn 1955. The delay probably worked in its favour, meaning it could use the new B-Series engine. Initially, this was a 1489cc unit rated at 68bhp, which was good for 98mph.

Power was boosted to 72bhp in 1956, with a coupe model joining the range the same year. Boasting more equipment than the roadster, this could crack the magic 100mph barrier thanks to its improved aerodynamics. Power was further upped to 80bhp in 1959, when the engine's capacity was increased to 1588cc. Now known as the MGA 1600, it was also treated to disc brakes at the front and stiffened suspension.

However, it was the Twin Cam model that really revved things up. Launched in 1958 with a new crossflow aluminium cylinder head and a re-worked bottom end, the car produced 108bhp and featured Dunlop disc brakes all round concealed behind the same firm's centre-lock steel wheels.

Though capable of 115mph, the Twin Cam developed a reputation for unreliability and heavy oil consumption. Tweaks were made, but the damage was done and it was discontinued in July 1960. Just 2111 were built, leaving MG with a surplus of chassis and bodyshells later fitted with regular B-Series engines and sold as the 1600 Deluxe, complete with the disc brakes and centre-lock wheels.

The MGA last hurrah was the Mk2, launched in March 1961 and fitted with a revised 1622cc B-Series producing 93bhp and good for 102mph. By the time the final car was assembled in May 1962, just over 100,000 had been sold in just seven years, making it the best-selling British sports car up to that point.

MIDGET

The Austin-Healey 'Frogeye' Sprite had been built at MG's Abingdon factory since 1958, but was only in production until the end of 1960 – less than three years. For the revamped Mk2 version, Geoffrey Healey joined forces with MG's Syd Enever to remodel the front and rear ends. The rear of the body now had a boot lid for the first time, while at the front the frogeye look was replaced with conventional separate wings housing the headlamps.

While development was underway, BMC also decided it would launch an MG model of the new version as well. After all, the MG name was still synonymous with small sports cars. Abingdon certainly played on this by calling the car the Midget – a name first ascribed to the M-Type, and last used for the TF.

The Midget was launched in June 1961 – a month later than the Mk2 Sprite, and both would develop in lock-step for the rest of the 1960s. That development started with the arrival of front disc brakes and a capacity hike from 948cc to 1098cc in October 1962, and the unit was further improved and uprated for the Mk2 Midget (and Austin-Healey Sprite Mk3) of 1964. It took until 1966 and the Mk3 Midget for the 1275cc engine to be fitted though, with a new design of folding hood introduced at the same time.

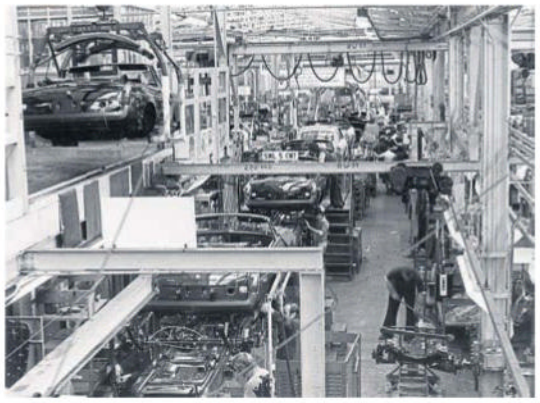
Facelifted versions were launched in October 1969 featuring creeping

BLACK MONDAY

So why did it end? Sadly, all had not been well with MG's parent company for some time. In 1975 BLMC went bankrupt and had to be bailed out by the incumbent Labour government. The now effectively nationalised company was now simply known as British Leyland. Rumours that MG might be dispensed with abounded, but even though Triumph's Speke factory was closed in 1978, Abingdon was given reassurance that its consistent performance was held in high esteem and that both the factory and the MG name would continue. That September, MG was transferred from then Austin Morris division of BL to the Jaguar Rover Triumph division – something that seemed a positive move.

A week-long Golden Jubilee celebration for 50 years of MG took place in Abingdon in September 1979, concluding with a carnival parade winding though the town, leading to a finale with a concours, bands, folk dancing, an MGB tethered to a giant MG hot air balloon, a Red Arrows fly-by, and a sky diving demonstration.

Sadly, the good felling was quickly lost the very next day – Monday September 10, 1979. This is forever known in MG history as "Black Monday," when the closure of the Abingdon plant was cruelly announced. Despite a vociferous campaign to reverse this decision, there was to be no reprieve.



With Midget production halted the previous winter, the last MGBs came off the production lines on October 23, 1980, and the factory closed the next day. With that, the MG name went into cold storage. Some 45 years on, the Octagon is now a major player in the sales charts. For many though, the Abingdon years will always represent MG's golden era...

'Leylandisation' after MG became part of the British Leyland Motor Corporation, such as plug hole badges and more black trim. The following year, the Austin-Healey name was dropped in favour of just Austin Sprite at the end of 1970 to save on royalty payments to Donald Healey, and in July 1971 it was dropped entirely.

In October 1971, a significant change was made to the Midget's bodyshell when the previously square-cut wheelarches were rounded off to follow the profile of the wheels. However, these were changed back for the Midget 1500 of 1974, which got big Bayer Bayflex 'rubber' bumpers and the 1493cc Triumph unit used by its Spitfire arch-rival, both to satisfy ever-tightening US regulations. The changes did manage to squeeze five more years out of the Midget though, with the final cars made in 1979.

MGB

And now for the big one. MG really hit the jackpot with its MGB, of which it went on to sell over 500,000 examples. Launched in 1962, the B ended up being similar to the outgoing MGA in basic mechanical terms, but there was a major difference in that new car's svelte new body was a monocoque structure. The engine was also extensively revised to allow a final capacity stretch for the B-series to 1798cc, boosting power to 95bhp and usefully raising torque.

In 1965, MG added a very effective new string to its MGB bow in the shape of the GT. This was a beautifully styled closed coupé, which also had an extremely practical opening tailgate to access a separate luggage compartment. The back of the 'rear seat' could be folded flat for carrying larger loads, while the windscreen was an inch deeper than the one offered on the Roadster – a change that made quite a difference to many drivers.

Talking of seemingly small differences, the MGC of 1967 was originally intended as a replacement for the Big Healey, but Donald Healey was not impressed and refused to have his name associated with the new model. Part of the problem was that it looked very similar to the MGB, but an even bigger problem was that the weight of the revised 3.0-litre six-cylinder C-Series engine compromised the MGB's fine handling and was unwilling to rev. To make matters worse, the original press cars were sent out with the wrong tyre pressures, and the model soon gained a poor reputation. In truth it was more of a long-distance cruiser than a nimble sports car, and in that role it excelled, but you only get one chance to make a first impression and it was discontinued in 1969 after just 8999 (roadsters and GTs) had been built.

The original plan was for the MGB to last until the start of the 1970s, but this inevitably went awry as the tangled mess of BLMC's financial situation and its internal politics meant there was never enough money available for MG to develop existing models properly. The MGB GT V8 of 1973 was a promising exception to this rule that was kiboshed by the oil crisis of that year. The BGT V8 could actually return the same mpg as a four-pot, but perception is everything and only 2591 were sold by the time production ended in 1975. It didn't help that it was never offered in its most obvious market of the USA because of the impending tightening of emissions regulations

Unable to afford to produce different variants for different markets, everybody got large impact-absorbing bumpers and raised ride heights on their MGBs from late 1974. Behind each bumper was a substantial reinforcing beam, which helped to account for a sudden – and rather unfortunate – 70lb weight gain. The new look and latest spec might have been controversial, but the end result was an extra five years of life for Britain's much-loved MGB, which finally bowed out via the last-of-the-line LE special edition in 1980 as Abingdon's biggest success story, and already an established classic. ●

OTHER MAKES

As we've alluded to at several points, Abingdon wasn't just responsible for assembling MGs. Riley unveiled its RM in 1946, but three years later production moved from Coventry to the MG works, and the later Pathfinder was also built at Abingdon.

In 1957 Riley production ended, but the Austin-Healey 100-6 was moved there from Longbridge instead. This continued when the Healey 3000 was launched in 1959, right through to the model's end in 1967. In an interesting footnote, Healey himself noted that the quality of the cars supplied by Abingdon was notably better than those coming from Longbridge. In 1958 a second Austin-Healey also came on stream, the 'Frogeye' Sprite, on which the MG engineers had done much development work.

Abingdon added another badge to its portfolio when it assembled Morris Minor commercials and Travellers from 1960 up until 1965, some 20,000 of them in total. Bob Frampton's engaging book 'Made in Abingdon' about life on the shop floor recounts that the Traveller was made at a rate of around 20 a day once enough sports cars had been produced.

The final non-MG cars to be built at Abingdon were the Allegro-based Vanden Plas 1.5 (manual) and 1.7 (automatic). The Vanden Plas models were painted and largely assembled alongside regular Allegros at Longbridge, before being transferred to the Kingsbury Works to be finished off. Kingsbury was closed in July 1979 though, so the cars were finished off at Abingdon, where Midget production was winding down. Of course, the Abingdon plant would be closed in October 1980, and there would be no big-grilled version of the Series 3 Allegro.

This year also marks 55 years since the end of another Abingdon institution. The town was also home to the BMC Competitions Department – a unique operation that was behind incredible successes like three Monte Carlo rally wins for the Mini Cooper S. But British Leyland's growing problems, coupled with the lack of future models and Donald Stokes' antipathy towards Abingdon, saw it kill the department off in 1970.

And of course, there's a further Abingdon organisation well worth of a mention. The MG Car Club was established in 1930, and it's celebrating its 95th anniversary. The club is based at Kimber House in town, right on the edge of the old factory grounds. See mgcc.co.uk for details.

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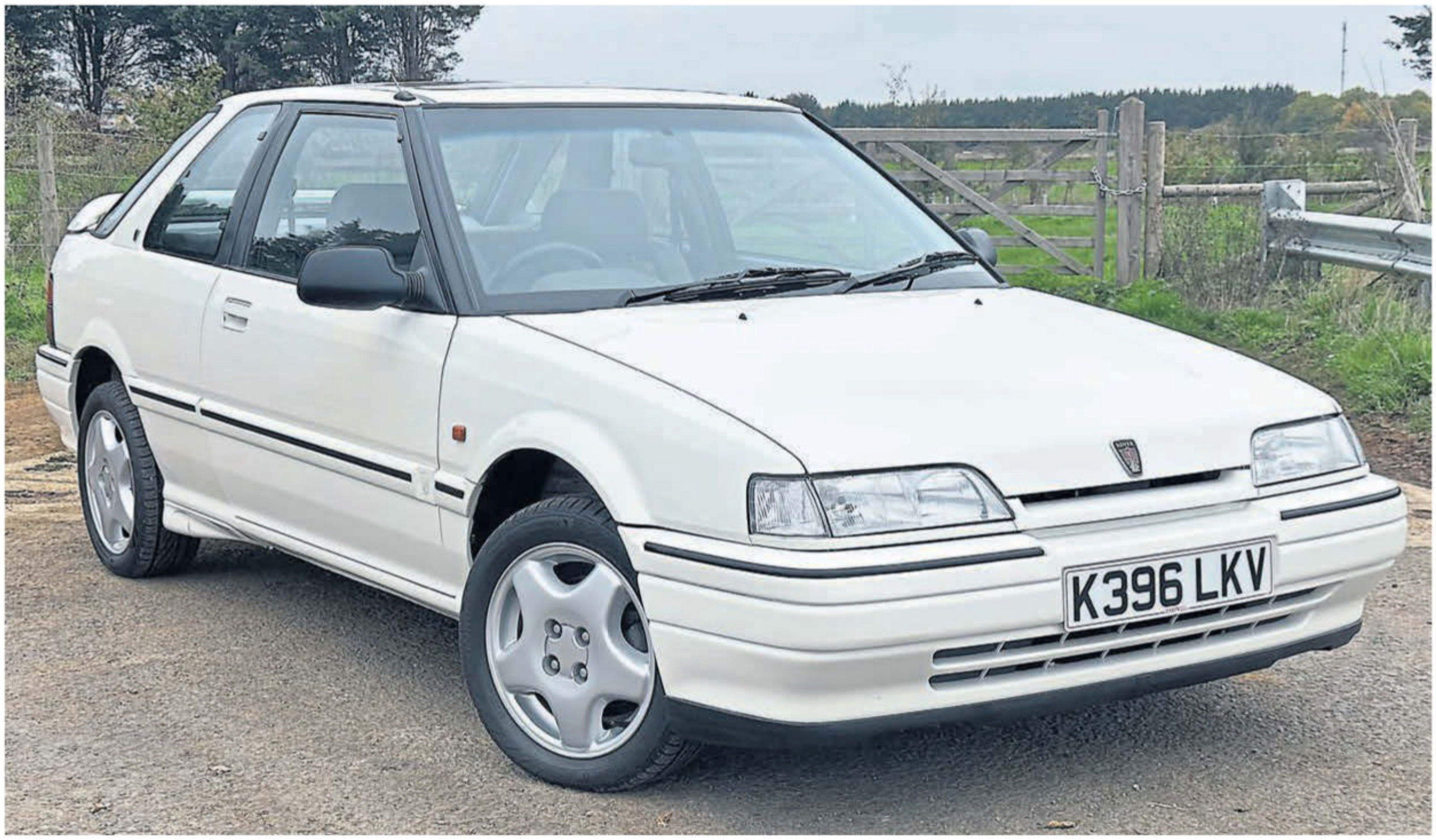
MULTI-TALENTED

A high point for Rover, the 'R8' 200 was available in a wide range of body styles and variants. Jeff samples a rare, low-mileage 216GTi

JEFF RUGGLES
EDITOR



After years of turmoil, a newly privatised Rover opened a new chapter with the 'R8'-generation 200 in 1989. It was arguably the zenith of a long-running collaboration with Honda, and went straight to the top of the class.

Previous fruits of the Anglo-Japanese relationship had been the Triumph Acclaim and the SD3 Rover 200, which were essentially first- and second-generation versions of the Honda Ballade respectively. There was the Rover 800 too, which shared bits with the Honda Legend, but the R8 was much more of a joint effort, with Honda wanting its equivalent Concerto model to appeal to European tastes.

By being forward-thinking but not too shouty, the 200 aligned perfectly with Rover's strategy of pitching it as a more upmarket offering. Roy Axe's neat design boasted black A, B and C pillars to provide a modern 'floating roof' look, yet managed to remain understated, while under the bonnet was a choice of advanced engines – either Rover's own brand-new 1.4-litre K-Series, or a 1.6-litre Honda D-Series unit.

The result was a roomy, comfortable car that looked good and delivered on the driving front, yet was still cheap to enough to remain accessible. But what the 200 range didn't have initially was an overtly sporting model, so in September 1990 Rover added the five-door 216GTi using a 130bhp twin cam version of the Honda D-Series, which had been available in the booted 416GTi since March of the same year.

To really establish itself in the hot hatch sector – where the competent but not particularly trendy MG Maestro was reaching the end of production - Rover also launched a three-door version of the 200. The new body would be used for some entry level models, but also the hotter ones. This began with a 130bhp 216GTi Twin Cam, but would also extend to a 220 GTi and 220 GTi Turbo, with the latter pair later renamed as GSi models. Unlike the five-door, the three-door body would also be used for a single-cam version of the 216GTi with 112bhp, and it's one of those models we enjoyed the pleasure of during a visit to Stone Cold Classics in Oxfordshire.

A 1993 car, it just pre-dates the larger chrome grille that later 200s received, and I'd argue it looks all the better for it. It has covered a mere 39,800 miles in its 32 years, having initially been registered as a Rover company vehicle at Canley until October of the same year. It's had seven clearly very careful owners, and has an advisory-free MoT valid until next May. There's a pile of 21 historic test certificates to confirm the mileage, and evidence of nine services including a timing belt and water pump less than 2000 miles ago.

The car's gentle past is evidenced by the state of the exterior, which boasts glossy White Diamond paint and is free of dents and scratches. The five-spoke alloy wheels are almost unmarked and wear good Uniroyal tyres all round, while the underneath is in very good condition too. We did notice a slight fading to one of the white side mouldings and the very tiniest beginnings of a rust bubble on one arch, but the condition is extremely impressive. We like the period Rover Sport sticker on the rear bumper too, and it doesn't seem like it's hiding anything.

Inside, the Flint Grey trim includes the GTi-spec front seats with their smart lightning fabric centres, with the vulnerable driver's seat bolster in remarkably good order. The headlining is also very good – far from the case with many

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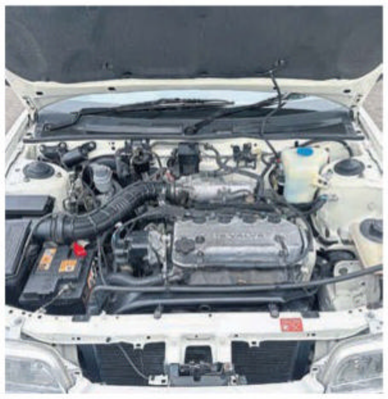

an R8 – with the only defects we could find being some slight wear to the driver's door panel arm rest and some light cracking on one side of the wood trim insert on the dashboard. The Rover branded radio cassette is still there, while four Rover-branded floor mats are a welcome sight and are still mint despite being beige – GTi interiors don't always have to be all-black and foreboding. Elsewhere, the engine bay is impressively clean and tidy, while the boot area and parcel shelf are both in very good condition.

ON THE ROAD

The 216 fires up immediately, accompanied by a nice throaty sound from the twin-exit exhaust. There's no power steering here, so it's a bit heavy at low speeds, but there's no issue once up to speed. The car drives very well and, although not the twin cam model, feels very eager. The gearing in these Honda-powered Rovers is quite short and that makes them very lively in town or on country lanes, if a little bit louder and harder work on prolonged motorway runs.

Take in a nice mix of roads, and the Rover is a joy – it certainly doesn't feel like a design that's over 35 years old. Stone Cold boss Wayne says he recently drove the car to the Goodwood Revival and back, and that it was a pleasure. We can certainly see what he means, for the Rover offers a nice balance of good handling and relative comfort, with plenty of power on tap and brakes that are well up to the job. It's not a powerful GTi in the strictest sense and it won't quite live with something like a Mk2 Golf 16V, but it's still a lot of fun to drive.

CCB VERDICT

We love the R8 here at *CCB*, and this 216GTi is a good demonstration of why. It comes from a high point for Rover, boasting genuine competence, quality and reliability. Although this example is not the full-fat Twin Cam it's still a remarkable survivor, having covered under 40,000 miles in more than 32 years. Its exterior is sporty and period without being over the top, and it drives very well too. If you're looking for an interesting classic that is also practical and more than capable of regular use, then this Rover could be just the ticket. ●

CONTACT

Stone Cold Classics, Chipping Warden, OX17 1LH
☎ 07711 645 465
✉ stonecoldclassics.com

TECH SPEC

1993 ROVER 216GTi SOHC

ENGINE: 1590cc, 4cyl
POWER: 112bhp
0-60 mph: 9.5secs
TOP SPEED: 118mph
ECONOMY: 33mpg
GEARBOX: 5 spd man
ASKING PRICE: £6995

HISTORY

Jointly developed with Honda and built alongside the Japanese brand's Concerto equivalent at Longbridge, the new 'R8' Rover 200 was released in October 1989 with a choice of either Rover's own 1.4-litre K-Series, or a 1.6-litre Honda D-Series unit.

Rover had originally intended for its new car to replace both the existing SD3 200 range and the Maestro, but by keeping the latter in production, it could cover off the entry-level versions of the Escort and Astra, and leave the R8 uncompromised as a car that was more upmarket but still cheap to enough to remain accessible. As such, the 200 occupied a special niche, with its combination of decent pace and a luxury feel meaning rivals simply had no answer to it.

The range soon expanded, too, with the 400 saloon following in 1990, including a sporty 416GTi version with its twin-cam Honda unit. Three-door versions of the 200 appeared later that year, including a 216GTi, followed by new 2.0-litre M-Series engine options in 1991. More variants were added in 1992, this time a Cabriolet and a stylish Coupe. Engine changes included the T-Series unit replacing the M-Series, with the option of a 200bhp turbo version, plus the addition of a Peugeot XUD diesel.

With 1994 bringing in a new corporate chrome grille but more importantly the Tourer estate, the R8's sextet of different body variations was complete. And while the hatchback and saloon models were withdrawn in 1995, the Coupe, Cabriolet and Tourer survived until as late as 1998, albeit with the Honda engines dropped in favour of larger K-Series units.

During its nine years, the R8 proved to be one of company's most successful models, with over 950,000 sold.

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NEW TRACKS

Today, a small car with chunky SUV styling is very much considered a norm – but the leisure 4x4 wasn't even born until the early '80s. Here's where it all started…

CRAIG CHEETHAM
CONTRIBUTOR

SUZUKI SJ/ SAMURAI/ SANTANA

It's amazing how some cars capture the zeitgeist of their era almost completely by accident, and the Suzuki SJ is one such example – a car that, quite by accident, became a fashion accessory and a trendsetter.

The SJ started life as a utility vehicle. It was the replacement for the LJ, with which it shared its chassis and steering components, and began life as a 550cc 'kei car' sold in Japan as the Jimny – a name that would eventually appear on its replacement in the UK.

Here, it was offered in two versions – the 1.0-litre SJ410 that went on sale first in 1981, and the 1.3-litre SJ413 that appeared 1984. The SJ initially sold steadily at a time where Japanese models were subject to import quotas in various markets, so supplies were limited – but there was no shortage of customers, especially in the farming community where the SJ's ability to match a Land Rover for off-road ability was further enhanced by its light weight, compact dimensions and narrow track, not to mention its significantly cheaper running costs.

But more than that, the SJ evolved into a cult car. Its soft-top option, customisation choices and clever 'rhino' marketing led to it being hugely popular among young owners, who liked its chunky nature and ability to be personalised. Remember some of the saucy spare wheel covers of the era, with rhinos getting up to all sorts of mischief? The SJ became a youth icon, seen with bright young things draping themselves across the rollover bars at nightclubs and beaches, as the decade of upwardly mobile aspiration progressed. The boy band Bros even had one – if such validation were needed.

Suzuki was overwhelmed with demand in Spain, Italy, Greece and France, as well as the UK, meaning that the company was swallowing up its import quotas across Europe, often to the detriment of other vehicles in its line-up.

It struck a deal with Spanish utility vehicle maker Santana to manufacture SJs on its behalf, thus finding a way of avoiding the import quota conundrum completely and selling as many as they wanted to, now badged as Suzuki Santanas, and latterly Samurais. That was until a high-profile study by Consumer Reports in the USA declared the SJ unsafe, at risk of rolling over. Suzuki widened the track and firmed up the spring rates, but the moment had passed. The SJ faded away, its moment in the spotlight forgotten.

But its popularity on the used market continued unabashed. Those who'd bought one as a fad flooded the market when fashions changed, and many SJs eked out the rest of their days as willing farmhands – reliable, durable and easy to maintain.

The same is true today when viewed as a classic – but you need to buy carefully. Mechanically, these are simple and dependable vehicles and little goes wrong with the engines – we'd recommend a 413 over a 410, though, as the 1.3-litre engine is a far more capable cruiser.

Check that the four-wheel-drive system operates as it should and feel for any play in the steering joints, which are prone to failure if neglected – but otherwise it's a basic vehicle and you don't need to worry too much about major failures. The separate chassis means most things that might need replacing are also easily accessed.

Of far greater importance is the structural condition. Starting with the chassis, the rear legs, all three crossmembers and front subframe mounts are all prone to corrosion, so inspect these areas carefully.

The upper body can rot horrendously, and most will have seen repairs by now. Panels are easily replaced and availability is good, but boot floors and body mounts can rot out, while complex corrosion around the window frames, roof gutters and inner front scuttle panel can be a costly nightmare to get fixed – check any potential purchase carefully.

As for pricing, SJs have edged up in recent times. A really nice one is now a £10,000 car, while £4000-£5000 gets you a smart and useable example. Even a project is £2000-plus, as they're popular with the off-road community as trials vehicles. ●

TECH SPEC

SUZUKI SJ413

ENGINE: 1324cc, 4cyl

POWER: 66bhp

TOP SPEED: 80mph

0-60MPH: 15.1secs

ECONOMY: 30-40mpg

GEARBOX: 5-spd manual

BUY ONE FOR: £2000 – £10,000

DAIHATSU FOURTRAK

Pics: Manor Park Classics

The Daihatsu 'F70' made its debut in 1984 and was a bit bigger than its rivals here, albeit notably smaller than the Land Rover 90 or Isuzu Trooper. It was a five-seater rather than a four-seater, which for some buyers gave it the edge over the Suzuki SJ.

It was sold as the Fourtrak in the UK only – elsewhere in the world, the model was known as the Rugger, the Rocky, or the Taft. It came with a choice of Toyota engines – a surprisingly punchy 2.0-litre four, or a 2.8 diesel, later offered as a turbo diesel. Only a tiny handful of petrol models were sold here, meaning you'll more than likely end up buying a diesel. That's no bad thing, though, as the engine is as tough as old boots.

TECH SPEC

DAIHATSU FOURTRAK 2.0

ENGINE: 1998cc, 4cyl
POWER: 86bhp
TOP SPEED: 81mph
0-60MPH: 15.9secs
ECONOMY: 20-26mpg
GEARBOX: 5-spd manual
BUY ONE FOR: £1000-£9000

Three versions were offered – the TDS, which was the short wheelbase version; the slightly longer TDL and the TDX, which was based on the TDL but had a wider track, with boxy resin wheelarches attached to swallow the wider rubber. Unfortunately, these trims create voids prone to trapping mud, dirt and moisture, not least because many Fourtraks were bought by farmers, so the TDX suffers more from corrosion than the other models, none of which are immune.

Indeed, rust is probably the only real thing that will kill a Fourtrak as the model is renowned for its dependability – those who have owned them swear by them, not only for reliability, but also for their off-road capability, towing stability and ability to punch above their weight in most situations.

The engines barely go wrong, and although transmissions can wear, a gearbox is normally good for 200,000 miles.

Corrosion, however, can sink its teeth in. Chassis wise, it's the rear crossmember and rear outriggers that take the most flak from road salt and both can disappear to dust as a result. Body-wise, the front wings, windscreen surround, lower sills, rear arches, door bottoms and – where fitted – sunroof surrounds are also heavily prone to rust, and repairs aren't simple.

Today, you can pick up a rough Fourtrak for about £1000 but bank on a lot of work. Good, useable models tend to command £4000-£5000 and you're looking at around £10,000 for the very best. ●

FIAT PANDA 4x4

Thanks to its narrow track, high ride height and boxy dimensions, the Fiat Panda supermini lent itself well to a 4x4 drivetrain, which was part of Fiat's plan for the car from its 1980 debut.

The first Panda 4x4 arrived in June 1983, powered by a 48bhp 965cc engine derived from that of the Autobianchi A112. It was the first small, transverse-engined production car to have a 4WD system, which was manually selectable, with a super-low ratio first gear meaning that, in normal road conditions, you'd pull away in second.

TECH SPEC

FIAT PANDA 4x4

ENGINE: 1108cc, 4cyl
POWER: 50bhp
TOP SPEED: 84mph
0-60MPH: 18.7secs
ECONOMY: 34-50mpg
GEARBOX: 5-spd manual
BUY ONE FOR: £1500-£10,000

Austrian company Steyr-Puch supplied the entire powertrain – clutch, gearbox, power take-off, a three-piece prop shaft and a live rear axle including differential and brakes, while additional strengthening was added to the boot floor, sills and axle mounts to cope with the extra hardware.

In 1986, along with the rest of the Panda range, the 4x4 was given a facelift with a new plastic grille, independent rear suspension and the new 999cc FIRE engine, which would become a staple of small Fiats for years to come.

Such was the popularity of the Panda 4x4 that it remained in production in some markets until 2004 – it was a hugely successful vehicle among farming communities, as well as in ski resorts, while those living in mountainous areas of Europe loved its go-anywhere abilities in snow.

British buyers had to cope with road salt, however, and that can take its toll on a Panda – rust in the rear floors, sills and boot area is common, as well as the inner rear wheelarches, leading edge of the bonnet and the door bottoms.

Mechanically, like all small Italian cars, the Panda will usually take whatever is thrown at it without complaint and that 4x4 system is also superbly engineered – it's simple and mechanical, so not a lot goes wrong.

The earlier engine is quite rough and can be prone to valve wear and excessive smoke – the FIRE units are much tougher, though, and although belt driven, it's a non-interferences engine, so belt failure isn't the end of the world. Head gaskets can (and do) fail, but it's a very easy repair on this unit.

Pricing wise, the Panda 4x4 has a cult following. That means a really nice one is as much as £10,000 these days, with the majority of good examples priced between £4000 and £6000. Projects start from around £1500. ●

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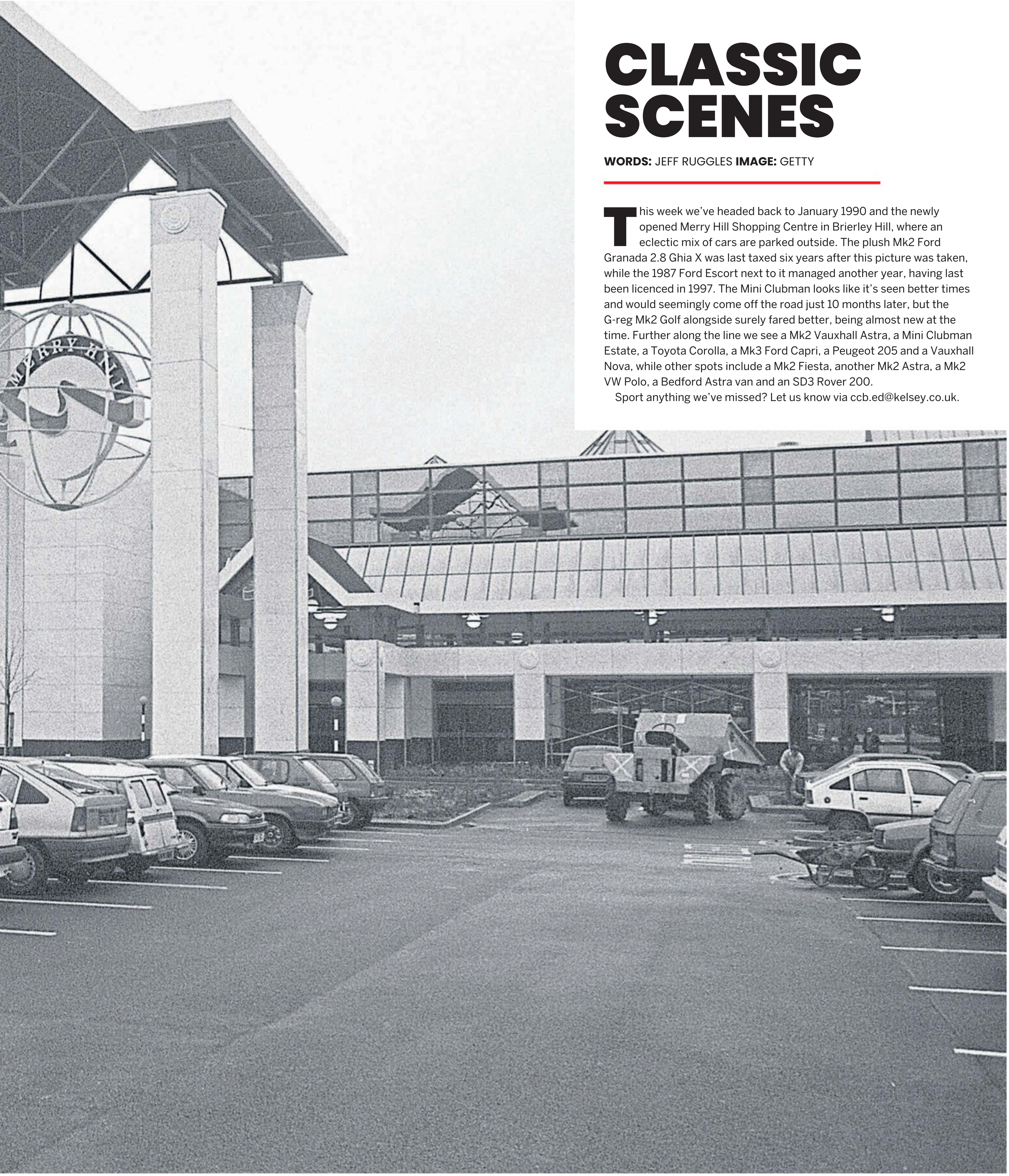

CLASSIC SCENES

WORDS: JEFF RUGGLES **IMAGE:** GETTY

This week we've headed back to January 1990 and the newly opened Merry Hill Shopping Centre in Brierley Hill, where an eclectic mix of cars are parked outside. The plush Mk2 Ford Granada 2.8 Ghia X was last taxed six years after this picture was taken, while the 1987 Ford Escort next to it managed another year, having last been licenced in 1997. The Mini Clubman looks like it's seen better times and would seemingly come off the road just 10 months later, but the G-reg Mk2 Golf alongside surely fared better, being almost new at the time. Further along the line we see a Mk2 Vauxhall Astra, a Mini Clubman Estate, a Toyota Corolla, a Mk3 Ford Capri, a Peugeot 205 and a Vauxhall Nova, while other spots include a Mk2 Fiesta, another Mk2 Astra, a Mk2 VW Polo, a Bedford Astra van and an SD3 Rover 200.

Sport anything we've missed? Let us know via ccb.ed@kelsey.co.uk.

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TWO-FACED

The TVR Chimaera took elements from the hardcore Griffith and combined them with a new body and a more civilised attitude, creating a car that was more useable but still angry when pushed. We share our buying advice

Mention you're thinking of buying a TVR to pals and you'll likely be met with raised eyebrows, a grin, and then the inevitable: "But what about the build quality?" While it's true that TVR's reputation for reliability was patchy – some might say it lasted decades – that's rather unfair. By the time the Chimaera launched in 1992, standards had come on in leaps and bounds.

Sharing its backbone chassis and tuned Rover V8s with the Griffith, the Chimaera was conceived as the most practical and user-friendly TVR to date. It gained a longer body, more space inside, and slightly softer suspension settings – making it more forgiving on British roads. This broadened its appeal and helped it become TVR's best-seller, with roughly three Chimaeras leaving Blackpool for every Griffith. In total, more than 6000 were built before production ended in 2003.

Despite this softer brief, however, the Chimaera didn't sacrifice pace. It was offered with 4.0-, 4.3-, 4.5- and 5.0-litre Rover V8s, producing 240-340bhp and, from 1994, mated to Borg Warner's robust T5 gearbox. Even the 'entry-level' 4.0-litre was blisteringly quick by contemporary standards.

TVR gave the Chimaera three light facelifts over its lifetime and an ever-wider choice of paint and trim combinations. Crucially, it was also relatively good value for a specialist sports car: by 1996, the 4.0-litre cost £29,450, while the flagship 5.0-litre was £34,595 – the same as the hardcore Griffith 5.0. Today, the Chimaera still represents perhaps the best all-round TVR, combining useability, drama and value. But what should you check before buying?

BODY & CHASSIS

The main issue with the chassis is rusting of the outriggers that support the body and seatbelt mountings. The factory coating can allow moisture to seep underneath, and while it may not be immediately obvious cosmetically, it's difficult to gauge the severity – consulting a specialist is advisable. Preventative treatment is available, but always ask to see receipts confirming the work has been done. The work can sometimes be carried out by slightly lifting the body from the chassis, though most specialists prefer to remove the body entirely. This not only makes tackling the problem easier but also allows for a proper assessment of the chassis' weak points. Understandably, the labour involved is costly, so it's best to factor this in before purchasing.

Two points follow naturally from this: the body is made of fibreglass, so there's no risk of panel rust – but it is easily damaged. Also, even in standard form, a 4.0-litre V8 producing 240bhp will propel the Chimaera to 60mph in 4.7 seconds. With so much power going to the rear wheels, it can be tricky to drive in anything other than dry conditions, and many drivers have experienced unexpected oversteer, sometimes ending up in a ditch. Always check for accident damage; if it isn't straight, walk away. Fibreglass bodywork isn't an excuse to skip this check.

Stone chips are the most common threat and can seriously damage the front end if neglected. Resprays are frequent, but again, check who carried out the work and how much it cost. Make sure the paint matches the correct code. Feel the paintwork – you can often detect 'bodged' jobs and it also reveals any hidden accident damage. Panel alignment is generally good, though doors can sag slightly. Minor door droop isn't a concern as the hinges can be adjusted, but noticeably gaping panels may indicate past accidents.

Finally, inspect the soft-top carefully, as the rear screen is prone to damage. Some owners place a towel across the screen when folding the top to prevent scratches.

ENGINE & GEARBOX

As mentioned earlier, the Chimaera is available with a range of V8 engines, from 4.0-litre up to 5.0-litre. The usual checks

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MODEL TIMELINE

1992 - The Chimaera makes its debut at the British Motor Show.

1993 - Chimaera goes on sale with 4.0- and 4.3-litre Rover V8 engines, boasting a claimed 240bhp and 280bhp respectively.

1994 - Chimaera 5.0 launched, with 5.0-litre V8 offering 340bhp. 400HC (High Compression) also introduced with 275bhp, replacing 430. BorgWarner T5 manual transmission replaces the Rover LT77 unit.

1996 - Gentle facelift updates the styling, interior and suspension, recognisable by the mesh front grille being replaced by the split intake design from the Cerbera.

1997 - Taillights changed to bespoke TVR design, having previously been from the Fiesta. 4.5-litre model also added to the lineup, producing 285bhp.

2001 - Second facelift adds covered headlights.

2003 - Chimaera ends production with around 6000 cars sold, thus becoming TVR's most successful model.

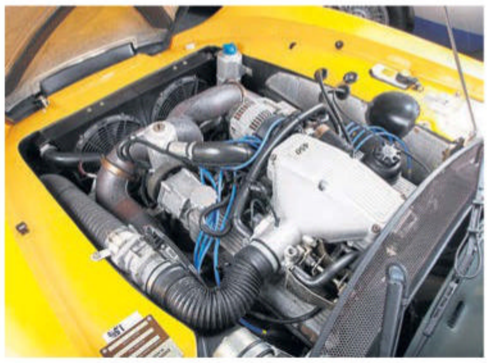
for any engine apply here. Before starting it, remove the oil filler cap and inspect for any emulsified 'mayo', which is a clear indicator of head gasket trouble. Ensure the engine fires up smoothly from cold and settles to a steady idle without excessive 'hunting'. Oil leaks are fairly common on Rover V8s, so a minor seep around the rocker covers isn't usually a cause for concern. That said, make certain the rocker cover bolts are properly tightened, as this helps minimise leaks.

RICH SAYS...

Richard Morley

Broking Director at Lancaster Insurance, says:

"With epic performance, a V8 soundtrack and a fantastically analogue driving experience, the Chimaera is memorable for all the right reasons."



Rover V8s are prone to camshaft wear, an issue not unique to TVRs. If the oil has been changed every 6000 miles as recommended, this is unlikely to be a problem. Still, camshafts typically require replacement around 50,000 miles, with the timing chain due at 100,000 miles. Check the service history to see if these jobs have been carried out; if not, factor them into your running costs.

Overheating isn't generally a major concern, especially on post-1995 models which feature an upgraded radiator. The thermostat should engage the cooling fan at 90°C; if it doesn't, the thermostat is almost certainly at fault.

After a test drive, once the car has reached operating temperature, switch the engine off and then back on. It should start immediately; failure to do so can indicate heat-related starter motor issues. A quick restart suggests everything is functioning correctly.

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INSURANCE QUOTE

1999 TVR Chimaera, £12,000 value.

Example quote: £202.85 or £220.85 with Agreed Value.

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The Chimaera's GKN differential can become noisy with age. While this isn't critical, it should eventually be replaced. Any unusual 'grumbles' could indicate more serious issues. Later cars used a Salisbury limited-slip diff, which is robust, but check for oil leaks.

Original Chimaeras were fitted with the ex-Rover LT77 gearbox, with later cars (from August 1994) using Borg Warner T5 units. Both are generally reliable and durable. Identification is simple: the LT has reverse to the left of first gear, while the T5 positions reverse down from fifth.

The T5 is known for a crunchy engagement into reverse, so this is normal. To avoid it, select a forward gear first, then go into reverse. While the T5 is usually considered the stronger gearbox, fitting one into older cars is difficult as the centre tunnel must be widened. This would generally only be worthwhile if the chassis were being replaced anyway.

RUNNING GEAR

You should make sure that a Chimaera's suspension is in good condition, with no noticeable 'sagging' during a test drive and no unusual bangs or knocks over bumps and potholes. The steel wishbones are relatively simple and inexpensive to replace if required. Carry out the usual checks on springs and dampers; press down on each corner and the body should return to its original position in a single motion. Inspect the tyres for even

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AT A GLANCE	
TVR CHIMAERA	
BODY STYLES	2dr roadster
ENGINES	3952cc, V8 4280cc V8 4546cc, V8 4988cc, V8
GEARBOXES	5-speed manual
POWER	240-330bhp
TOP SPEED	140-167mph
0-60MPH	4.4-5.2seconds
ECONOMY	24mpg
LENGTH	4020mm
WIDTH	1860mm

wear; uneven wear can indicate suspension issues or misaligned wheels.

Any clunks from the front end usually point to worn bushes. Some owners fit upgraded Nitron or Gaz suspension, while standard-spec models should have Bilsteins, which are generally reliable. If the suspension is tired, replacing the bushes with nylon ones is a sensible way to improve longevity.

The TVR's rack and pinion steering is direct and typically trouble-free. Before 1999, cars were non-assisted; some owners favour the more connected feel of this original setup, though it can be tiring at low speeds. Not all post-1999 cars have power steering, as it was occasionally omitted to save costs. Many buyers specifically seek a hydraulically assisted system; if the car you're looking at does have PAS, check carefully for leaks around the rack or pump, as repairs can become expensive.

The Chimaera uses standard Ford brakes, meaning parts are readily available and often inexpensive if you shop around. The handbrake cable is the system's weak point; examine it for corrosion as it can break.

INTERIOR & ELECTRICS

The interior quality of the Chimaera was a marked step up for TVR, even the removable targa-top roof generally sealing well, although check for any signs of damp that suggest otherwise. Familiarise yourself with the quirky layout of the Chimaera, such as the centrally mounted knob that pops the doors open, and the 'hidden' electric window switches. Don't be afraid to ask the seller where these usually easily found controls are...

TVR electrics require particular scrutiny, so ensure everything functions correctly, including the instrument panel backlighting. The ECU, battery, and relays are all located in the front passenger footwell, making them vulnerable to damp-related problems. If all the gauges suddenly stop working along with the blower fan, it's likely the fuse they all share that has blown. If the mileometer has frozen – a fairly common fault – the accepted fix is to drive along at about 60mph, keep resetting the trip and bashing the top of the dash, usually bringing it back to life.

OUR VERDICT

The Chimaera makes for a fantastic driver's car without 'frivolities' such as traction control or active damping. Prices hit rock bottom some time ago, and there are signs that the very best examples are now appreciating. Even so, it remains superb value by hand-built sports car standards, and is arguably the most practical of all the classic TVRs. Snap up a tidy, unmodified survivor and you'll enjoy one of Blackpool's finest all-rounders – as well as a car with solid 'investment' potential if you intend to hang on to it for the long term.

TODAY'S VALUES

The Chimaera is still one of the best-value routes into V8 TVR ownership. Project cars start around £6000-£8000, usually needing chassis outrigger welding and trim work. Useable examples with MoT and some history sit around £10,000-£15,000, offering big performance for the money. The best late 5.0-litre cars with strong history and sorted chassis now reach £20,000 upwards, with exceptional low-mileage examples commanding more. There's nothing more expensive than a cheap TVR, remember, so buy the best you can afford and preferably get a specialist's assessment before you buy. ●

OR MAYBE...?

BMW Z3M ROADSTER

Joe Miller,
Head of Video

If you want a '90s roadster with performance and excitement to match the TVR, you need BMW's in-house hot rod in the form of the M3-powered Z3. It's every bit as exciting as the Chimaera and better built, but far pricier and lacking that V8 soundtrack...

OR MAYBE...?

LOTUS ELISE

Richard Morley,
Lancaster Insurance

Raw, involving driving experiences don't come much better than the Elise, with an analogue involvement on a similar level to the TVR. Performance is surprisingly close given the power deficit, but you probably won't be commuting in an Elise.

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SALES SPOTLIGHT | Triumph TR5

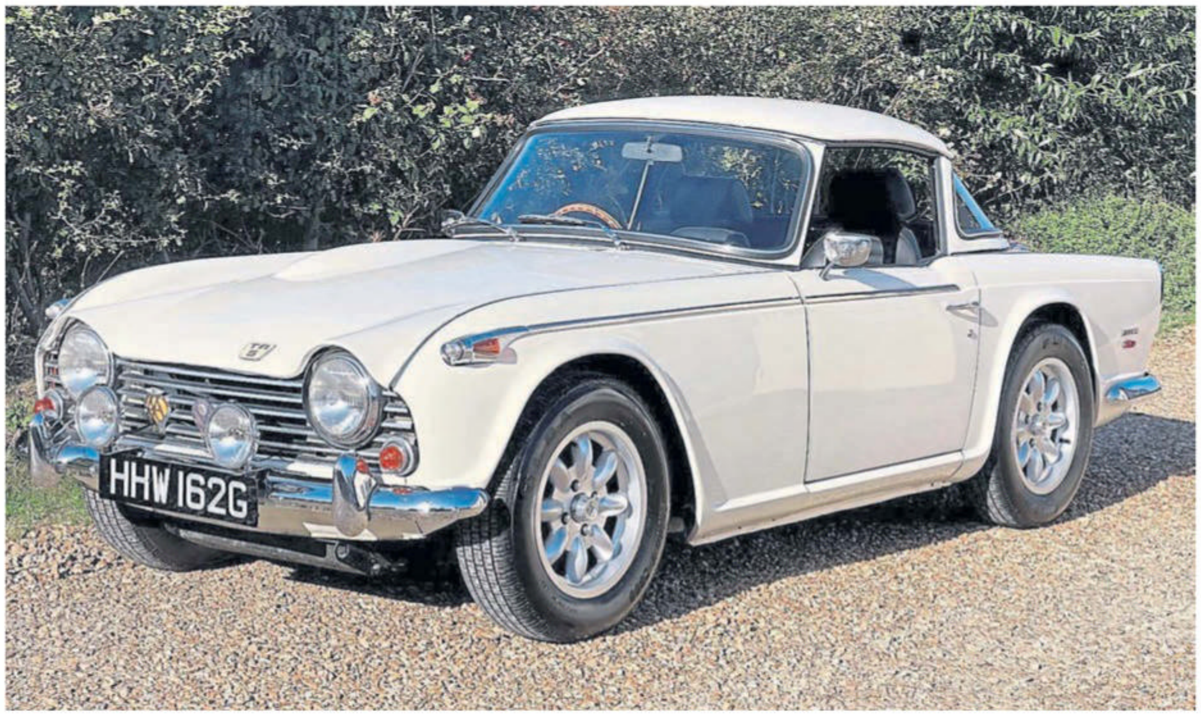
CRAIG CHEETHAM
CONTRIBUTOR

ONE TO BUY

YEAR: 1968
PRICE: £36,995
MOT: New on sale

TECH SPEC

ENGINE: 2498cc, 6cyl
POWER: 150bhp
TOP SPEED: 119mph
0-60MPH: 8.2secs
ECONOMY: 18-28mpg
GEARBOX: 4-spd, manual



Given that it's probably the TR variant that makes the fans of big Triumphs go weakest at the knees, it's kind of ironic that the TR5 was also the one that sold in the fewest numbers. Just 2947 of them were produced between August 1967 and September 1968, of which 1161 were right-hand-drive UK-market cars. The rest were sold across Europe, with the USA being made to settle for the TR250 – a car that still had the smooth six-cylinder engine that set it apart from the TR4, but couldn't match the UK-market car for performance.

The TR5 used a 2558cc straight-six with Lucas fuel injection and 150bhp. That was a headline figure in its day, but the '5' only accounted for one in ten six-pot TRs. The majority of those built before the super-pretty Michelotti body was replaced by the Karmann kamm-tail TR6 the following year were US TR250s – built for the US market and with twin Stromberg carburettors in lieu of the Lucas fuel injection, which led to a 39bhp power deficit.

A TR5, though, is a sports car of the old-school – big, beefy and indelicate to drive, but all the better for it. You don't forget the driving experience, and to eke the best out of it requires real dedication and skill – these are proper sports cars from an era where launch control and adaptive driving modes weren't even twinkles in engineers' eyes, and where the likes of power steering, front-wheel-drive and automatic transmission couldn't even be mentioned in their presence.

This one is a commission sale, with TRGB advertising the car on behalf of a long-term customer – the Cambridgeshire-based specialist has done a fair few jobs on the car over the years. It's the real deal too – a genuine UK-spec car from 1968, repainted in its original colour of New White, and equipped with a Surrey Top – the iconic three-piece roof that can be detached completely or give the option of a targa-style roof as well.

It comes with thousands of pounds worth of bills, including one for a full respray in 2018 when it also had a pair of new sills fitted, plus a documented engine bottom end rebuild in 2019 that included a replacement crankshaft, new bearings and an alloy sump, before the motor was expertly tuned. According to the vendor, it registers very good oil pressure.

The cabin has also been retrimmed, with black leather upholstery and replacement seat backs with aftermarket headrests fitted. The wooden dash is original and is complemented by a matching gear knob and a delicate Moto-Lita wood-rimmed steering wheel. There are also new carpets and floor mats.

The vendor tells us that the TR5 has a very good history file with a BMIHT Heritage Certificate, lots of historical invoices and some restoration photos. A ramp inspection is welcome, and the car will come with a year's free membership to the TR Register car club.

As TRs go, this is about as desirable as they get – and it appears to be a fabulous example in lovely overall condition. ●

CONTACT
TRGB, Somersham, Cambs
☎ 01487 842168
trgb.co.uk

OR MAYBE...?

MGC

If you want a rear-wheel-drive, six-cylinder roadster from the same era, the MGC is one of the few contemporaries of the TR5. MGCs are rare cars, and while they're a bit of a handful on the limit, the lazy 3.0-litre six is a smooth and refined powerplant.

AUSTIN-HEALEY 3000

The Big Healey was arguably the most natural rival to the TR5, as it was based on a similar separate chassis layout and was equally as much of a British muscle car. They're generally a little but more expensive, though, and the Triumph is arguably better to drive.

TR6

If you want a car that's as good to drive as the TR5, and has much in common with it while generally being cheaper to buy, then why not look at its successor? The TR6 was a fabulous machine, but its Karmann styling is considered less pretty than The TR5 by some – and it's more affordable as a result.

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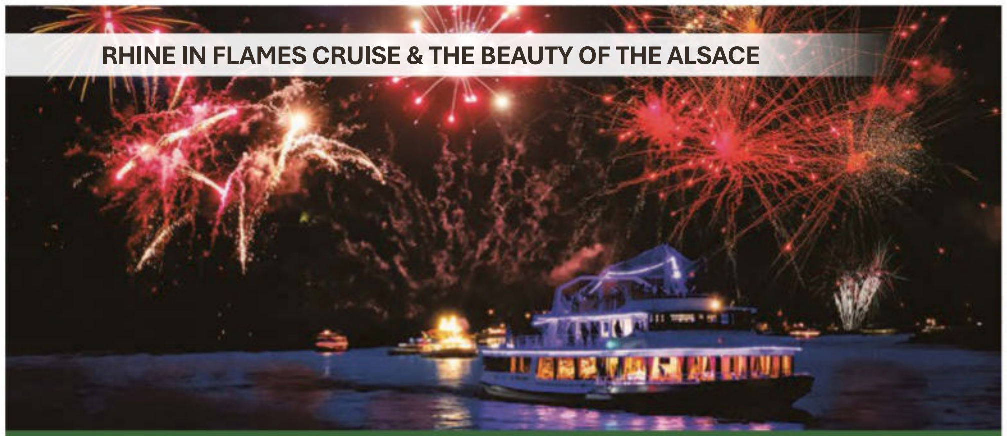

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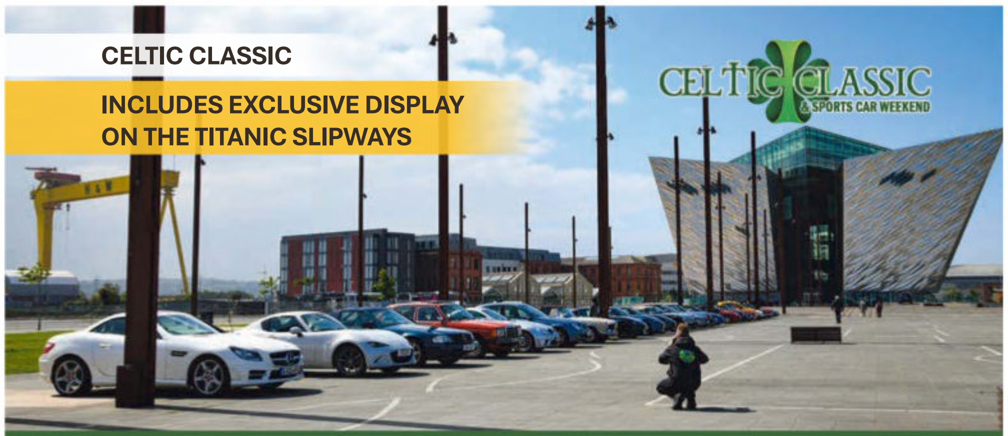
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SALES SPOTLIGHT

CONTACT: Craner Classics, Nottingham, Notts, NG11 8HL
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CRAIG CHEETHAM
CONTRIBUTOR

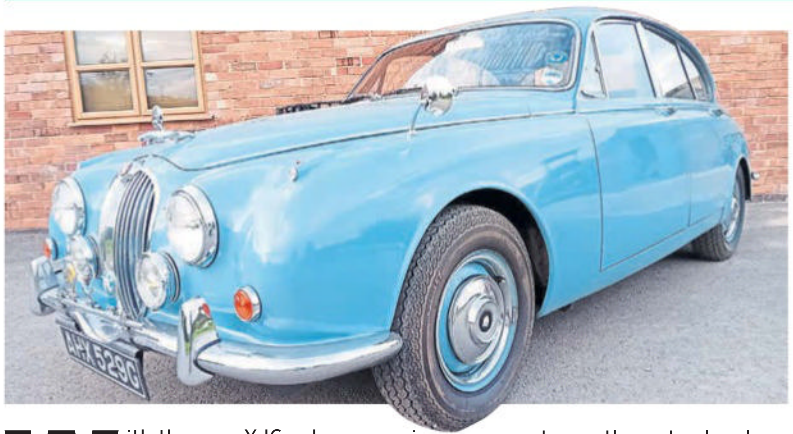
Jaguar 240

ONE TO BUY

YEAR: 1968
PRICE: £14,995
MoT: Exempt

TECH SPEC

ENGINE: 2483cc, 6-cyl
POWER: 133bhp
TOP SPEED: 106mph
0-60mph: 12.5secs
ECONOMY: 16-27mpg
GEARBOX: 3-spd, auto



With the new XJ6 saloon being readied, Jaguar slimmed down its iconic compact Mk2 model to make way. The 240 and 340 became the company's answer to models such as the Rover P6 and Triumph 2500, which were both selling well in the small luxury car market. They were essentially a pared-down Mk2 with Ambla (leather-style) trim in place of leather, slimmer and smaller chrome bumpers and a simplified interior.

While seen as the poor relation by some, the 240 was actually a big improvement over the entry-level Mk2, as it gained some much-needed mechanical improvements, finally being given the sort of power it should have enjoyed years before.

Out went the old restrictive B-Type cylinder head and Solex carbs, replaced by a straight-ported E-type-style top end with twin 1.75 SU carbs and a new distributor, plus twin exhausts, which saw the power of the 2483cc unit upped from 120bhp to a far more respectable 133bhp.

The car we have here is a 1969 240, with just six keepers from new and only three since 1987. The last owner bought the car privately a couple of years ago after a long search, as he'd had one as a 21st birthday present and wanted to revisit his youth. It's only being sold because he has since found the very same car he received as a present from his parents!

Before the last owner bought it, this car was kept and maintained by an ex-Jaguar apprentice-turned-engineer. The body has never required restoration, but has had a coat of paint in the original Jaguar Powder Blue colour, around 20 years ago. It still looks great today.

The interior looks great, with the original tool kit also still intact, and the vendor tells us that the car starts on the button. It's said to drive very well too – as might be expect from a car cosseted for the past 30 years.

The car comes with lots of previous history, including old MoT certificates, V5s and service invoices, plus a Jaguar Heritage Trust Certificate. At £14,995, it looks like rather good value. ●

OR MAYBE...?

ROVER P6

While the 240 was based on a car that relied very much on 1950s technology, the P6 was a far more advanced proposition and felt far more modern to drive than the Jaguar, despite being slower and cheaper to buy. Today, you can get a good P6 for a third of what the 240 will cost you. It was such a well-made car that loads have survived, keeping prices low.

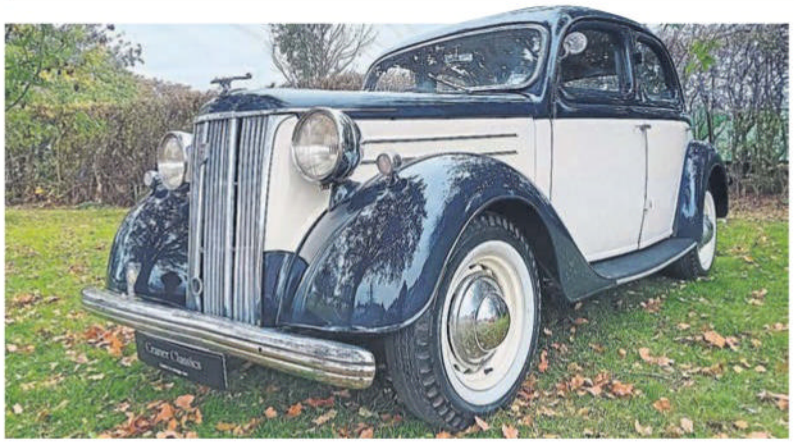
Ford V8 Pilot

ONE TO BUY

YEAR: 1950
PRICE: £14,995
MoT: Exempt

TECH SPEC

ENGINE: 3600cc, V8
POWER: 85bhp
TOP SPEED: 85mph
0-60mph: 20secs
ECONOMY: 15-25mpg
GEARBOX: 4-spd, manual



Rugged, yet fascinating, the Ford V8 Pilot was the Blue Oval's immediate post-war flagship, developed to fill a gap while it was finalising its new Consul, Zephyr and Zodiac models. It used the chassis of the pre-War Model 62, Ford's most US-influenced design yet, and was powered by a sidevalve V8 engine based on the 3.6-litre Ford USA Model 78 unit, but cast and built in Dagenham.

It was a rugged, robust and well-finished car with an air of quality about it, despite Ford's position as a brand for the popular masses, and although it had only a modest power output of around 85bhp, the engine's impressive torque made the car feel livelier than its output suggested.

This one is a fine example of the Anglo-American influenced V8 model, finished in cream and blue and with just four owners from new, including the original buff logbook detailing the owner who bought it new in 1950, plus old MoT certificates going back to 1978. It also comes with lots of bills, seemingly backing up the recorded mileage of 62,000.

Inside, it has lovely dark tan upholstery, with a clean headlining, as well as near-pristine door cards, carpets and Bakelite switchgear, all of which help give the car amazing character. It's also fitted with a factory-option wind-out front windscreen.

The vendor tells us that the car is in fine condition all over, with no major blemishes and a good shine to the paintwork. The 3.6-litre sidevalve V8 is reportedly in good fettle and puts its power down via a three-speed manual transmission, with a column change shift.

It's a lovely old car – perfect for family-sized classic transport, and with a lot more character than many of its austere British contemporaries. For more sidevalve action, meanwhile, check out our Market Trends analysis on page 12. ●

OR MAYBE...?

ROVER P4 75

The six-cylinder P4 makes a credible rival to the Pilot, and could also boast Stateside influence. Today, their values are similar and both acquit themselves well as cars from the immediate post-war era that are easy to use in modern traffic.

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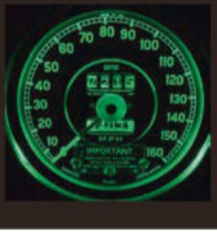

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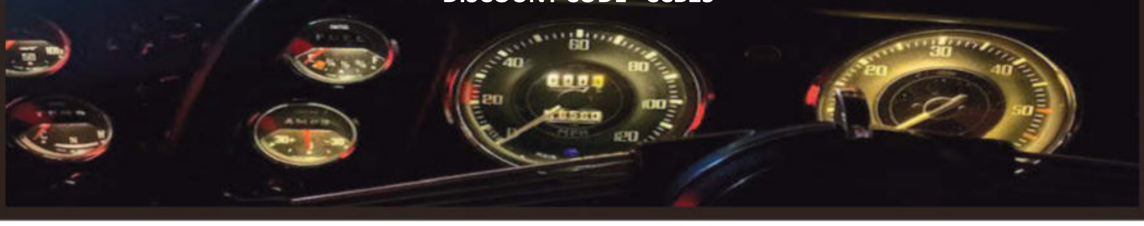

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11419

AUSTIN METROPOLITAN

£8,500. 1960. A lot has been spent on this car, the chrome is new or replaced. The upholstery is new carpet is new, for more information please call Tony. Bexhill. East Sussex. Please call 01424 217835, East Sussex

11422

AUSTIN HEALEY FROGEYE SPRITE

£1995. Needs total restoration, Ashley/Seabring type front. Hard top, wire wheels Rolls and steers. 90% complete. Please call 07836 548731, Essex

11092

AUDI A3 3.2 QUATTRO

£4,999. Current owner 17 year's. Huge history file. Manual box, 124,000 miles. Timing chains, Clutch, Flywheel. Huge job 15,000 miles ago, Bose music system Inc original Auto changer, MOT April 2026, full leather, spare exhaust cats, very good condition, thousands spent, year 2004. Please call 07887 845063, Rossendale

11270

2004 AUDI A4 S-LINE CONVERTIBLE

2004, £2,850. This is a very clean example of a 2004 A4 convertible s-line manual, very nice rare colour combination of metallic silver /red leather trim and dark blue hood. Drives very nicely and smoothly, power hood fully working and lovely sound from the 3.0 V6 petrol engine. Lots of service history and MOT history with a current MOT until July 2026. Currently on a private reg which may be available on negotiation, owned since 2020 only selling as not getting enough use. Car is in Leicestershire. Call 07415 874355 or email panelman99@gmail.com, Leicestershire

11452

AUTO PETROL TOYOTA 1.6 COROLLA VVTI 2008

£2,395. ULEZ car, privacy glass, MOT 14th Oct 26 no advisorys 105000, new clutch 2023 £1137, elec windows, 2 keys, quad radio cd, 9 parallel spoke alloys, smoked metallic silver, drives excellent, can deliver anywhere, no texts please. Please call 07895 675851, South West

11457

BENTLEY S.3

£32,000. White 1963. 84.000 miles. Used as wedding car for 20 years. All new parts fitted. Comes with £2000 of spare parts. New upholstery, head lining, carpets etc. No offers. Please call 07989 168996/ 07799 530729, South East

11254

BMW R1150RS

£1,500. 2002. Full MOT super long distance mile muncher will get you anywhere safe and sound. Renthall bars adjustable front screen and saddle. Heated grips blue/silver reliable clean bargain BMW quality. Please call 07903 274831, West Sussex

11305

BMW MINI COOPER

£450. 2007. Failed MOT due to subframe and emissions body is in immaculate condition 4 alloy wheels- unmarked with all good tyres, interior very good, too good to break. Contact for pictures etc. Please call 07713 652261, Berkshire

11416

FORD ANGLIA 105E

£11,950. 1965. Blue/white, blue interior, S/S exhaust, S/S petrol tank, re-wired, Milton suspension disc brakes on front, lots of spares inc. original wheels, many photos available. Please call 07721 010293, Kent

11146

1960 FORD PREFECT 107E RESTOMOD

£17,299. 3 year build with a 1700 Zetec SE engine from a Ford Puma mated to a 6 speed Mazda RX8 transmission through a custom propshaft to a 3.9:1 Cortina GT diff with a Black line LSD and anti tramp bars. Escort front suspension /steering with Gaz coil-overs and spherical top mounts. Rear adjustable Gaz shocks. Bare metal respray in Ford Carnival Red, no rust or rot and all usual 100e areas sorted. Rewired with new guages and switches etc, modern H4 headlamps and electric wipers. Megasquirt ECU. Custom intake, exhaust manifold and system. New cooling / heating system. New brake system with front vented discs, bias pedal box and servo. New wheels and tyres. All new rubber seals, gaskets and weatherstrips. Custom retrim with Alfa Romeo 166 MoMo front seats, new door cards headliner and carpets. Over £22000 spent but ill health forces very reluctant sale. Please call 07583 286246, South East

11282

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ADVICE FOR SELLERS

● Stay safe! Don't give a buyer your address until you know they are definitely coming to view. Better still, give them the general location only at first and ask them to phone for the full address once they are close.

● Always arrange a specific time for viewings – don't accept vague 'I may come sometime today' type arrangements.

● Serious buyers will want to examine the car fully – that's fine and you should be prepared to answer fully and honestly any questions a buyer may have about the car. Be wary though if they try to steer the conversation towards more general matters concerning you and your family. Similarly, while a genuine enthusiast will probably be interested in your other cars, so will a would-be burglar.

● Test drives need to be handled with care – on the one hand it's perfectly reasonable for a serious buyer to want to drive a car before buying, but you need to remain in control. Make sure they are insured to drive your car too, bearing in mind that 'driving other cars' clauses on insurance policies normally cover only third-party risks, not damage to your car.

● Ensure you drive your car first to demonstrate controls (etc.) and then, once you are at a suitable place for the buyer to drive, get out, taking the keys with you, and hand them back only once you are back in the car.

● Do not accept a personal cheque from someone you do not know; there is no longer any guaranteed clearance time, and a cheque can now 'bounce' at any time – even weeks after it's been banked – if it's discovered to be forged.

● Don't get involved in any complex arrangements involving giving 'change' for a payment that's more than your asking price, especially involving overseas buyers or transfers using methods such as Western Union – these are almost always fraudulent.

● Be very wary indeed of anyone calling and trying to sell your advertisement in another publication. Such publications don't always exist, and claimed distribution figures will often be vastly exaggerated. Calls are also often recorded as 'evidence' of a binding contract.

● Above all, trust your instincts! If something seems dodgy or not quite right to you, then there's a good chance you're right.

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LANCASTER
INSURANCE

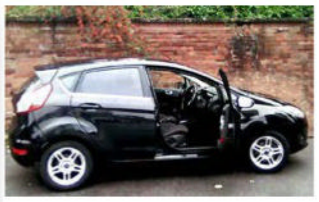
Stay Safe!

The overwhelming majority of car sellers and buyers are honest. However as with everything else in life, there's a tiny percentage that aren't. However it's dead-easy to protect yourself from fraudsters by using a bit of common-sense...

ADVICE FOR BUYERS

- Start by asking 'is the car for sale?' If the seller is a trader pretending to sell privately, they will need to ask you 'which one?'
- Be suspicious of a car that seems cheaper than it should be; if something seems too good to be true then it probably is.
- Be wary of sellers who can only be contacted via a mobile phone or an easy to obtain email address such as hotmail or gmail. They may 'disappear' once they have your money.
- Ask lots of specific questions about specific model weaknesses such as "is there any rust around the headlights", and listen carefully to the answers; do they actually have the car?
- Never, ever send anyone money for a car that you have not seen. Crooks sometimes advertise cars that don't exist solely to collect deposits from would-be buyers.
- If you're suspicious that someone is trying to 'sell' a car they do not own, ask them to email or send you a photograph of a specific parts that they will not be able to provide without having access to the car. This isn't 100 per cent foolproof – a fraudster may have access to a car he doesn't own – but it can help.
- Always view the car at the seller's home address. If they want to meet you in a car park or bring the car to you they may be trying to prevent you finding them again.
- Does the name and address on the V5C match the sellers name and address? If not, why not?
- Always check the chassis number/Vehicle Identification Number (VIN) on the registration document matches that on the car. A proper data check is also essential to avoid buying a car that's stolen or an undisclosed insurance write-off.
- No registration document? Don't accept excuses, don't buy the car!

FORD FIESTA



£1,995. "£20 a year tax", 998cc Zetec petrol 5-speed, ULEZ ok, 2013, diamond metallic black, MOT 10th Sept 26 no advisorys, 105,111 miles, red winter antifreeze checked to minus 7 degrees, Ford R.D.S, radio CD Sony quad, 5 spoke alloys, always garaged can deliver anywhere, no texts please. Please call 07895 192682, South West

11439

FORD FOCUS

£1,895. Diesel 1560 cc Zetec, 5 speed, 5 door, July 2013 diamond black, MOT Sept 2026, 2 remote keys, 10 service stamps, crosspoke Ford alloys Ford RDS digital radio C.D, cambelt Dec 2020, always garaged 134K hence £1895. Please call anytime, no texts please. Please call 07927 069352, South West

11458

FORD "AUTO" FIESTA 1.4

£1,895. 5 door petrol, 2004, 57,400, 6 service entries, gearbox oil just changed July 25, cambelt kit May 2024 £350, heated screen, Ford 6 channel RDS digital radio CD, MOT no advisories 10th July 2026, fully anti freezed, always garaged, no accidents, can deliver anywhere. Please call 07754 688636, South West

11313

FORD 7 SEATER

£1,395. 2 litre petrol Zetec 5-speed manual "S" max 2008, dove grey, MOT 26th September 2026, Ford 6000 6 channel, radio quad CD, alloys, no accidents, 4 elec windows, 163K hence £1395 can deliver anywhere, no texts. Please call 07895 675851, South West

11403

FORD COUGAR V6

2000, £1,495. Ford Cougar 2.5 V6, 2000 157,000 miles manual 10 months MOT, 4 new tyres, bootspoiler, & lots of history. Drives great. Please call 07837 903452, Essex

11397

FORD FIESTA

£3,295. Titanium 1 litre eco, 60 mpg, 5-speed manual 2014-64 plate, MOT 27th July 2026 no advisorys, 104000, original showroom brochure, keyless car, no accidents, always garaged, 16 inch Ford alloys, can deliver anywhere. Please call 07895 192682, South West

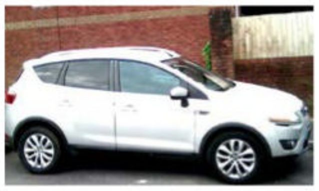
11411

FORD FIESTA

£995. 1.2 petrol 5-speed "ULEZ car" Azure Metallic Blue 2007, full MOT, 135K with service history, Ford RDS radio CD, can deliver anywhere, no texts please. Please call 07544 181832, South West

11341

FORD KUGA



£1,395. 2 litre diesel 6-speed manual, 2010 "Titanium", silver, 8 service stamps, full MOT, no accidents, stunning car, garaged, 2 keys, 4 good 17 inch tyres, 4 elec windows 132k hence £1395 can deliver anywhere. Please call 07895 192682, South West

10860

FORD COUGAR

£1,825. 2.5xpack year 2000 last owner 20 years recent service and brake overhaul and new drive shaft. 12 months MOT lovely car. Please call 01597 851539, Powys

11167

PININFARINA FORD FOCUS

£2,295. 2 litre petrol 5-speed hardtop convertible 2008, full MOT, 128K, two keys, brown/bronze, service history RDS Ford Radio CD, absolutely stunning, can deliver anywhere. Please call 07754 688636, South West

11342

GINETTA G31

£3,995. 1989 Ginetta G31, black, new MOT, unleaded, 2LT. Pinto, owned 13 years, 2 owners, v. low miles, factory s/roof, powder coated alloys, file to include original purchase invoice, garaged, very rare car! Please call 07972 031236, Sheffield

11303

HILLMAN SUPER MINX ESTATE 1965

1965, £4,950. This car had a restoration, including a bare metal respray in twopack in 2017 by the mechanic owner. Dry stored since then. I bought it a year ago, but health problems mean I can't get in or out of this amazing car. It has had new tyres, new carpets and most of the weather strips have been replaced. The interior is lovely, with just a small imperfection on the driver's seat. The car looks wonderful, but will need light recommissioning before it can be driven on the road. Very little needed to get it ready for next season's shows! The speedo shows 56k and the engine is 1725cc with overdrive on 3rd and 4th. A couple of letters have come off the bonnet, but I have them. The car comes with loads of spares. It has been started regularly and sounds sweet. Its colossal load space and split rear hatch make this a very useful car too. Viewing is essential. Easy location: WD6 Borehamwood, NW London. Please call 07891 556397, Hertfordshire

11435

HONDA "AUTO" BALLADE

£1,995. 1.5 petrol 4 door E-1988, Platinum Silver, 85 B.H.P. MOT Feb 26, 84000, booklets, brochure, cream velour seats, manual choke, wind up windows, radio cassette, can deliver anywhere. Please call 07544 181832, South West

11195

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LANCASTER INSURANCE

HONDA "AUTO" JAZZ

£1,895. 1.4 petrol 2008, 12 services, 3 previous owners, HPi clear, ULEZ ok, e-windows, 2 keys 2 new tyres, full MOT, RDS radio cd, always garaged, 149k hence £1895, can deliver anywhere, no texts please. Please call 07895 675851, South West

11278

HONDA CRV 2.2

£1,595. 6-speed manual S.E. Diesel 2007, MOT 17th April 2026 with 9 service stamps, 2 keys, 4 e-windows, willow metallic light green, boot big enough for wheelchair, recent battery, radio quad cd. Please call 07927 069352, South West

11197

JAGUAR "AUTO" SPECIAL EQUIPMENT 2.2 DIESEL

£2,750. "X" Type 2009, miles 96200, 12 services, MOT 28th May 2026, full cream leather upholstery, optional alloys, two keys, touch screen radio, icy cold air conditioning, winter antifreezed, no accidents, always garaged, absolutely stunning, can deliver anywhere. Please call 07895 675851, South West

11312

JAGUAR XJS 5.3 HE

POA. 1982. Open to offers. Black XJS. Cream interior. 5.3 V12 HE engine. Currently SORN following MOT fail. Not driven for over a year previously, engine ran well. Issues with rear suspension. Would need to be collected. Please call 07830 171857, London

11295

RED 1994 JAGUAR X300 XJ6

1994, £1,000. Project X300 XJ6 up for grabs. The Jag is very good mechanically. Engine and gearbox superb. Bodywork really not bad. Bit of lacquer peel here and there. Small amount of bubbling but not rotten like some of these you see at this price range. Needs tyres really due to their age. Mileage reading on dash has LCD fade as does clock, climate control and radio. All still functioning bar the radio. Good project for someone. Some history including new alternator fairly recently. Please call 07917536479, Suffolk

11216

JAGUAR XF 2.7 V6 DIESEL 01.05.2008 PREMIUM LUXURY

£3000. Finished in Lunar Grey with Dove Leather. 51535 miles, 1 previous owner, full detailed service history, recent cam belt change and tyres. Very high spec including keyless entry, reverse camera, spare wheel, memory seats, Xenon Headlamps, heated windscreen, blind spot monitor. MOT 27.11.25 £3000 ono. Please call 07815 040038, South West

10461

JAGUAR XJ LWB 5.0 V8 PREMIUM LUXURY 08.12.2010

£17000. Finished in Polaris White with Carbon Fibre Trim and Black Leather Memory/heated/cooled seats front and rear, 29302 miles, 2 previous owners, full detailed service history, recent service and Tyres. Very high spec including keyless entry, reverse camera, spare wheel, Xenon Headlamps, blind spot monitor, adaptive cruise control, panoramic roof. Stunning example of a very rare XJL MOT. £17000 Ono. Please call 07815 040038, South West

10460

JAGUAR MK 5

£9,000. 1949. A good example but not pristine some paint work needed. Runs holds 40 PSI on tick over brake servo flashing ind., and alternator fitted. Door bottoms need attention. Please call 07958 339737, London

11447

LAND ROVER FREELANDER

£1,295. 125,000 miles. Diesel automatic silver 2006, alloy wheels, electric windows air conditioning, new brakes, 5 door, serviced 12 months MOT, rare Freelander diesel automatic, excellent condition. Please call 07527 446242, Wales

11450

LAND ROVER SERIES 3

£8,500. SWB hard back windows and seats at rear 1973 Tax and MOT Exempt TDI engine new battery prop shaft tyres. Please call 07476 979536, St Anne's

11214

LAND ROVER SERIES

£7,995. 1973. Historic vehicle MOT and tax exempt. Owned by OAP 81 years old. Finding it hard to drive now. New battery tyres prop-shafts, starts and drives ok, for more info please call. Please call 01253 723863, Lancashire

11455

LANDROVER DEFENDER

£14,995. Started life in 1986 as light aircraft support vehicle for MOD. Very special vehicle totally rebuilt in 2016 by Trojan 4x4 and the retrofit engine is the bombproof Defender 200 TDI with 5-speed LT77 gearbox. Chassis, axles and diff guards are all galvanised. MOTd to June 2026. Extensive documented history - call for more details. Superb vehicle. Please call 07872 452483, Cheshire

11200

LAND ROVER TDV6 DIESEL

£2,995. 6-Speed Manual Discovery 2007. Two previous owners. No accidents. 79,000. Service History. MOT 20th September 2026. Alloy wheels. Full Cream Leather. Showroom brochure. Cost £30,300 new. Can deliver anywhere at all. Please call 07895 675851, South West

11316

LOTUS EXCEL

£3,995. 1982. Finished in white/cream car complete, engine out of car needs finishing some parts to complete rolling project best offer to sell, needs traling away. Please call 07754 750766, Staffordshire

11292

LOTUS ELAN 1972

1972, £30,000. Elan + 2 S130. Full restoration completed 2017 including Lotus galvanised chassis and sills. Lemon yellow paint with metal flake roof. 5-speed conversion, Spyder Engineering driveshafts, full re-trim, new chrome and lights, new dashboard and more. Please call 07432486511, East of England

445

1983 W123 230 TE AUTO

POA. First class original condition near concours mot and tax exempt and ulez, sensible offers. Please email john.melville7@btinternet.com. Please call 01883 348187, South East

11412

MERCEDES 115 SALOON

£7,500. 1973. 220 petrol converted to 2.5 diesel years ago, paper work from DVLA to confirm swap. P/steering, auto very solid car, car is MOTed. Please call 07931 235391, Essex

11188

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LANCASTER INSURANCE

MERCEDES C CLASS 1994 TO 1999 WANTED

Wanted. Mercedes C. Class 1994 to 1999, saloon. One or two owners, low mil, must be excellent condition, auto, prefer white in colour, will travel. Please call 07787 802941, Manchester

11366

MERCEDES 230 SLK

1997, £1,950. 1997, 69K mileage, no bodywork rust, very clean underneath, MOT till March 26. AMG wheels and sill trims. AMG exhaust. Original handbooks, some service history including old MOT certs. Very tidy interior. Headlining just starting to become unstuck in places. 3 keys. Retractable roof in perfect working order. Spare wheel which has never been used. Original toolkit and First Aid Kit. It's just no longer practical for my needs. Please call 07796575366, Wiltshire

11220

MG MGB GT

£5,400. 1979. Right hand drive, overdrive, Mota-Lita steering wheel, Webasto roof, fully serviced and MOT. Very solid car. Please call 07584 052317, Hertfordshire

11307

MG3

£1,395. 5 door 5-speed manual 1.5 petrol, 59,900 miles, Dec 2013 last service at 59,500 timing chain replaced, at 48,800 £416, full black leather, Sept MOT, full book pack, showroom brochure always garaged, includes private plate, can deliver. Please call 07955 141372, South West

11314

MGB

£2500. 1972. MGB in red, many new parts, ill health forces sale. Needs work to finish or use. Heritage certificate. All history. Please email motorbikeclark@gmail.com. Please call 01403 267484, West Sussex

10564

1979 MG MIDGET

£4,500. Professional body rebuild photos. Chrome bumper conversion. Electronic ignition. Excellent paint. Unleaded. Oil cooler electric fan, reground crank. Spare engine and box. North Wales. Please call 01978 790820, Denbigs

11426

2012 MINI COOPER 1.6 PETROL

POA. Ice Blue/White Roof. 71,000 miles from new and full service history. Recently serviced and new Pirelli Tyres. Mot January 2026 (would put new Mot if required). Superb condition and drives great. Many more pictures on request. Please call 07597 558303, South East

11289

1982 MINI HL AUTOMATIC

1982, £12,950. 7,500 miles from new. Purchased by me in 2020 from a garage that had recommissioned the car following a 30 year period unused. The garage attended to the following: Wheel Cylinders. Brake Master Cylinder & Brake Hoses. Radiator. Fuel Pump, Fuel Tank & Sender Unit. Water Pump. Exhaust. Cylinder Head Removed, Unleaded Conversion & De-coke. 4 New Tyres. New Battery. New Points, Condenser, Seam Trim, Oil Filter, Oil, Wiper Rubbers, Spark Plugs. I have had the suspension replaced with new cones and also electronic ignition was fitted by Minisport in Padiham. I have added a pleasurable 3000 miles to the original 4,500 miles and can report that everything works well. The car is totally rust free, with original panels and paint. Although only used by me in dry weather, I took the precaution of treating the wheelarches and rear subframe with Waxoyl to prevent possible corrosion in the future The last MOT was at 5, 831 miles in June 2022. Since then it has been registered as a Historic Vehicle (free road tax and MOT exempt). Please call 07977582816, Cumbria

11263

WANTED MK1 MINI OR ANY MINI

Wanted. Any condition, unfinished project, parts etc. Will collect. Please call 07979 406536, Yorkshire

11265

MORRIS 1300

1968, £2,800. Classic Morris 1300. Good condition for its age. Lots of work done to it, stainless steel exhaust and some accessories. Drives well. Selling due to disability. MOT and tax exempt. Some paperwork included. Please call 01865 711410, Oxfordshire

11205

NISSAN 1.3 CHERRY GS AUTOMATIC

POA. 1985. MOT til 20th Dec 25, soon to be tax and MOT exempt, spares car to go with it, needs some bodywork restoration, good runner. Please call 01872 273786, Cornwall

11238

PEUGEOT 406 2.0L HDI

£2,000. 2001. 2 owners. Always garaged MOT April 2026. Well looked after dry use only. Maintained serviced bills etc sold with lots of spares. Lovely show car and very reliable. Please call 01915 867991, County Durham

11372

PROJECT / PARTS CAR VOLVO 480 ES - FREE

POA. 1994 Volvo 480ES 2.0, 70,000 mls, project/parts car, SORN 12yrs, £zero. Good engine, gearbox, interior, sun-roof, etc. Major underbody rust throughout. Complete car. 25 miles from Edinburgh. Please call for pics and details. Please call 07801 445132, Kinross

11358

PORSCHE 912

1967, £57,500. Champagne Yellow and black vinyl interior. California import, rust free and unmolested survivor in wonderful original condition. Serviced, MOT'd and registered in UK - new battery, brake calipers, master cylinder, headlights, UK indicator lenses etc. First registered 18/07/1967 in San Rafael, California, three owners, imported to UK in 2017 and dry stored. Complete documentation, service history and every receipt since 1969, service book, original owner's manual, original key fob, plates, hubcaps and even the touch-up paint tin. Please call 07949105338, London

11335

PORSCHE 911 996 C4S

2002, £14,000. Has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. Recently benefited from all belts and pulleys being replaced with all fresh fluids including gearbox and a general tidy up of the brakes and suspension systems. Please do not let the mileage put you off as this vehicle has been very well cared for during its enthusiast ownership. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit due to preventative measures taken in addition to its regular service cycles. Please call 07989961039, Leicestershire

11261

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1989 32 Years 2021

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TR4, TR5, TR6, TR7, TR8, 2000/2500 and Sprint

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LANCASTER INSURANCE

PORSCHE 968 COLLECTABLE

1995, £18,000. This has been well looked after and has a very good mechanical history with a lever arch file of commissioned invoices to support the works carried out to date. It starts on the button first time everytime even after periods of being cocooned in our temperature controlled storage unit. The bodywork is straight and interior has been preserved well despite its age in keeping with the original specification. Please call 07989961039, Leicestershire

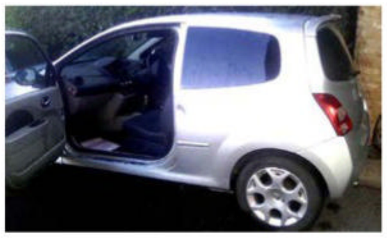
11260

RARE BLACK WITH TAN LEATHER AUDI

2005, £5,250. Well-loved and carefully maintained Audi TT Roadster. Selling reluctantly due to back problems. ULEZ compliant. 2005 model. MOT until next year. Bose sound system with face-off stereo. Good condition inside & out. Regularly serviced and well looked after. This car has been a joy to own and is ready for a new home. Please call 07961376541, Whitton

11262

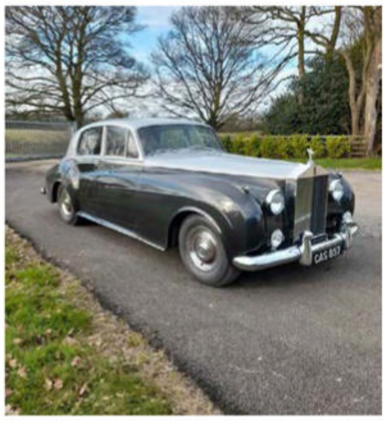
RENAULT TWINGO GT



£995. 1149cc petrol turbo, 100 brake horsepower 2008, full MOT, 9 services 4 at Renault electric windows, remote locking, star silver, elec windows, alloys, 147K, can deliver anywhere, no texts. Please call 07955 141372, South West

11402

1962 ROLLS-ROYCE SILVER CLOUD 2



£32,000. Finished in Tudor grey over Black pearl with a lovely tan interior. Lots of history. Maintained by RR specialist with over £30k spent to make this a lovely driving car. Please call 01142357842 or 07484736036, South East

11275

ROLLS ROYCE SILVER SHADOW

£28,000. T-Top convertible. 4 Door 1973. 87.000 Miles. Used as wedding car for 15 years, imported from South Africa. No rust, White Colour, red interior, white hood. Number plate not included in sale, but could be purchased. No offers. Please call 07989 168996/ 07799 530729, South East

11255

ROVER MINI (1990-2000) WANTED

Wanted. In good condition, ideally with low mileage and a detailed history, preferably Cooper, Cooper Sport or special edition with 1275cc engine, nationwide collection. Please call 01932 640113, South East

10844

ROVER P4 90 SALOON

£3995. Year: 1958. Mileage: 71,000. Grey, red leather interior, manual, overdrive, 71,000 miles, alternator conversion, power steering, recently serviced, drives very well, nice example, attention needed to paintwork, hence £3995. Please call 07746 859178, London

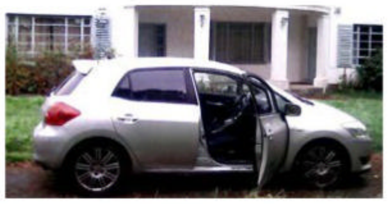
11080

RUNNING RESTORATION PROJECT

2002, £4,000. 12 months MOT. 81400 miles, will increase as car is being used. No rust no dents. Good engine & gearbox. Good tyres on 20" BBS split rims (need refurb). New alternator last year. A few electrical gremlins & requires paint work due to being keyed. Sold as a running restoration project. Please call 0126875458, Essex

11271

TOYOTA 1.6 AURIS



£2,250. "ULEZ car" "automatic" petrol 2008, 105000 with service history privacy glass, electric windows, 2 keys, 9 spoke alloys, quad radio cd, MOT October 2026, can deliver anywhere. No texts. Please call 07793 057069, South West

11438

TOYOTA 4X4

£1,895. 1.4 diesel 2010 urban cruiser 6-speed manual 108000 8 services, cost £18500 new, full MOT, no accidents, icy cold aircon, built in voice sat nav, 4 elec windows, alloys, no texts, can deliver anywhere. Please call 07895 675851, South West

11277

2 TRIUMPH TR7,S

£2,500. 66/88. For sale two Triumph TR7s. One rust free coupe one donor convertible. V5C,s both cars V8 bonnet on coupe. £2500 for both. Buyer collects. Please call 07938 749614, Isle of Skye

11246

VAUXHALL ASTRA 1-6L

£1,500. 1989. 5 door Estate car petrol engine 5 speed gearbox on SORN non-runner two owners from new. Please call 01932 225027, Surrey

11163

VAUXHALL 1.4 PETROL ASTRA

£1,695. 1362cc 6-speed manual, 2013, 82300 miles, new clutch £831, alloys, e-windows, MOT March 26, Arctic Metallic Silver, retail £4350, private £3590 all HPi clear, can deliver anywhere. Please call 07895 675851, South West

11191

VAUXHALL INSIGNIA

£995. "Cheap tax" £35 2012 2 litre 6-speed manual diesel. 12 services, cambelt kit done 82000, 122000 now, 45 mpg, smart radio quad, starts first time, full book pack instructions, showroom brochure, MOT 19th March, always garaged, can deliver anywhere, no texts. Please call 07754 688636, South West

11401

VAUXHALL MOKKA

£1,495. 1.6 petrol 2014 5 door, special equipment, full MOT, full black leather, alloys, good tyres, 1 owner lease car, 11 services, cambelt kit and waterpump December 2023, no accidents, 2 keys, metallic velvert red, can deliver anywhere, no dents or scuffs. Please call 07544 181832, South West

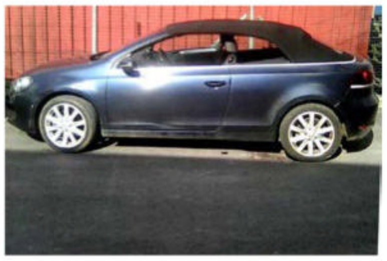
11343

VW "BLUEMOTION"

£2,995. 6-speed manual Golf diesel 55mpg, 2012, Pacific Blue, MOT 7th Oct 2026, no advisorys, 9 services, last Aug 2025 £146, full black leather, two keys, 4 good tyres, no accidents, 2 owners, valuation £3375 so £2995 and stunning, can deliver anywhere, no texts please. Please call 07754 688636, South West

11405

VW GOLF



£2,495. 1968cc diesel bluemotion 6-speed manual 2012, pacific metallic blue, MOT October 2026, 113,100 miles, 9 services, last August 2025 £146, two keys, full black leather, 4 good tyres, valuation anywhere £3375, £2495 can deliver anywhere, no texts please. Please call 07754 688636, South West

11404

VOLKSWAGEN GOLF MK3 CABRIOLET 1996

£2650. P in red / black cloth trim 67000 miles only with a box full of history very original car recent mot auto box electric hood. Please call 01652 678417, Yorkshire and the Humber

10867

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LANCASTER INSURANCE

VOLKSWAGEN TYPE 2 WESTFALIA

£13,500. 1972. Owned by me the last 31 years, restored 13 years ago, solid van. Runs well 1641cc engine. 3 different awnings. Needs slight T.L.C. Original interior. Please call 07754 153266, Gloucestershire

11293

VW CARAVELLE T4 MODIFIED CAMPER

£3,995. As above the vw has fitted a full width double bed/bench seat, with 3 belts, captains chairs, new Mot, fully serviced 2.5, 5cyl. Tdi. Miles 215000. Instant starter, extras, side steps, tow bar, front tyres, battery, full black curtains, portaloo. It's a good people carrier or weekend camper. Email pocknellmike@gmail.com. Please call 07783 723124, Dorset

11437

1971 VOLKSWAGEN

1971, £15,000. 1971 Volkswagen Beach Buggy "Sidewinder". Finished in a stunning Orange Metalflake. An immaculate example. An absolute showstopper of a VW Beach Buggy, built on a Volkswagen Beetle chassis and finished in breath-taking orange metalflake that sparkles in the sun. This Sidewinder model is in immaculate condition throughout — paint, trim, and mechanicals are all spot on. It drives faultlessly, starts on the button, and runs exactly as it should. Every inch of this buggy has been loved, cared for, and detailed to perfection. Although it's MOT exempt, it's been MOT tested every single year to ensure it's 100% safe and roadworthy — a true testament to the care and attention it's received. It's a genuine head-turner that gets attention everywhere it goes — shows, cruises, or the seafront. If you've been scrolling through the rest, come and view the best. Beetle-based "Sidewinder" beach buggy 1776 with 110 Cam and Twin Carbs. Show-quality orange metalflake finish. Immaculate inside and out. Drives perfectly — no issues MOT exempt but tested every year for peace of mind. Built to a very high standard. Guaranteed to make you smile and stand out. Serious enquiries only — you won't find a cleaner or better-presented example. Based in Preston, Lancashire. Any enquiries message 07738 251362. Please call 07738251362, Lancashire

11451

VOLKSWAGEN TRANSPORTER T4

£12,000. 1996. Autosleeper, LWB, 2.4 TDi, 2+2 berth. Shower. Toilet, hob, grill, fridge, heating, swivel seats, windout awning and drive away awning, clean condition. 68,000 miles. Please call 07434 952847 or 01617 736518, Manchester

11423

1973 VOLKSWAGEN BEETLE 1303S

£6,500. Owned and dry garaged forty years. No winter use. Mileage 87300 miles, reconditioned engine and gearbox 2009, 1100 miles since. New clutch/brakes. New tyres. Road Tax free. New MOT. Please call 07712 184726, London

11311

VW GOLF MK4 1.9TDI AUTOMATIC

£1,800. MOT till September 2026 currently sorn 2 new front tyres new discs and pads front and rear new rear caliper electric windows electric mirrors air con (cold) sunroof ready to use. Mansfield. Please call 07856 896019, Nottinghamshire

11465

VOLVO 940 ESTATE 2.3 GLE 1990/92 MANUAL WANTED

Wanted. Or 2001/4, V40 diesel estate manual in VGC. Please call 07986959015 with details! South East

11359

VOLVO AUTO 850

£1,995. 4 door 2.5 20 valve petrol, Feb 1996 "N" Reg, MOT Nov 26, 88K cambelt kit done 43,780 miles, 3 recent tyres, recent winter Halfords battery, fully antifreezed, digital radio cd, 2 keys, starting lovely car, can deliver, no texts please. Please call 07895 675851, South West

11466

VOLVO 240 SE ESTATE

£1,500. 1992. Garaged 9 years, no MOT but in running order (suit budding lovejoy) many spares, buyer collects. Please phone after 6pm weekdays. Please call 01316 572108, Edinburgh

11165

WOLSELEY SIX AUTO

£3,500. 72 & 75. For both cars, both are Demask red one is a none smoker vehicle, main bodies are good, one has new hedling and new leather seats. Please call 07368 916242, West Midlands

11245

WOLSELEY HORNET

£3,000. 1969. MWM 305H Daily Driver-good condition log book in my name drive away. Please call 07799 754761, Preston

11310

XJ8 V8 SPORT AUTO

£3,500. 4 door saloon, Petrol, 3555cc. Colour Black. It's had 2 previous owners. Currently has a personal number plate which is being transferred - original is BK54CVV. Bodywork, tyres and interior are in good order. The mileage is around 124,000 and has just received a new 12 months MOT (September 2025). Any inspection welcome. Please call 07961 681863, South East

11280

XK 5.0 ARTISAN SPECIAL EDITION

2012, £19,500. 41,000 miles (62plate) £20,000. Full JSH. Rhodium silver. Navy leather upholstery with tan piping. Please call 07528666610, Nottinghamshire

11436

TRUCKS/LORRIES

1967 SERIES 2A LAND ROVER

£10,250. Used daily petrol engine Severn seats. Retirement sale. Please call 07906 006172, Cornwall

11344

1984 LEYLAND FREIGHTER TANKER

£2,000. Cab rotten. 410 engine. 6 speed crash gearbox. Ideal for spares. Please call 07714 155203, Wrexham

11441

1995 M REG SCANIA P93M 220

£16,000. 1,529000km. Refurbished 2015 and dry stored since. MOT April 2026, new clutch fitted, many spares to accompany vehicle. Runs and drives perfect. Please call 077250 38599, North Wales

11353

8 WHEEL ATKINSON BULK TIPPER

£5,000. 1974. 180 Gardner. David Brown Gearbox. New clutch and flywheel. Reconditioned fuel pump. Cab partly restored. Selling through ill health. Please call 07831 547860, Wiltshire

11370

AEC MAMMOTH MAJOR 8

1976, POA. AEC ergomatic Mammoth Major. Full restoration needed body is scrap cab is very restorable. Runs and drives. Last chance otherwise it will have to be cut up. Call for more details. Please call 07788885274, South East

11201

ATKINSON SEARCHER

£5,000. 1974. Atki searcher 6x4 last owner 30 years. Need work. Starts runs and stops. Few problems. 7'-6" tail board. Aluminium only 1 corner post. £30. Leyland/Scammell wheel trim £20. Please call 01634 315687, Kent

11371

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LANCASTER INSURANCE

BEDFORD CA

£1,750. 1956, 46600 miles. Genuine van old paperwork, no welding, kennex conversion, good runner, not used much now hence sale, new tyres, few spares inc. Please call 07923 099041, Lancaster

11373

BEDFORD SCAMMELL

POA. 1950, perkins p6, c/w option of low loader trailer, with detachable rear axle, or taskers drop side trailer. Please call 01207 233141, South East

11380

BEDFORD O TYPE SWB TIPPER FOR RESTORATION

£4,000. Stripped down for painting, cab needs a little work, floors, and doors mainly, chassis needs paint, chassis had a repair where they all go, but can't see it, all tipping gear present, Bedford 214 petrol engine and box, complete running, springs, axles, present etc, hard to come by original correct headlamps with fluted lenses included, and pair original lucas front side lamps, clocks, ign switch, prop shaft, fuel tank, clayton dewandre brake servo, etc, the list goes on, 95% all there, missing bonnet, and side panels, most missing parts available on e bay, needs new tipping body building, important bits present, very rewarding project for someone, be a shame to split, no paperwork. Please call 01207 233141, South East

11381

COMMER MAXILOAD

£3,250. 1969. Commer Maxiload two stroke six wheel bulk tipper, long term dry stored, running order, ready for restoration. Please call 07768 286758, Suffolk

11355

DAF 1700

£4,500. 1986, 200km. Tilt and slide in good working order MOTed 7 ton winch 23ft body can carry 6 ton load. Please call 07801 442626, Cheshire

11374

EX JCB EC11

£15,000. Year 2000. One of the last. Recent light restoration. Immaculate, ready to rally, history and maintenance records and a few spares available. 7.5t or 28t. Tested. Please call 07816 574887, Derbyshire

11461

FORD THAMES 307E, 309E, OR ANGLIA VAN WANTED

Wanted. Any condition. Please call 07751 243693, Aberdeenshire

11365

THE WHEREABOUTS OF A 1939 COMMER TRUCK WANTED

Wanted. We would be interested in finding the whereabouts of a 1939 Commer truck, registered 9929 AH that was sold through a Cheffins Auction back in 2013. We would love to know if she still survives. Please call 07944 114235, Somerset

11467

FORD P100 PICK UP

£6,000. Year - 1991. Mileage - not required. Restored 3 years ago. 1.9 turbo diesel. White. Full service carried out including cambelt. Please call 07714 155203, Wrexham

11440

FORD TRANSIT CAMPER

£2,900. 1987. 79000 miles. Ford Transit Camper Van petrol. Fair condition. MOT till June 2026. Please call 07796 628908, West Midlands

11375

LEYLAND FREIGHTER

E. FLYNN & SONS
LEYLAND
Haulage Contractors

£7000. 1985. Mileage: 250,000. MOT until July 2026, all good tyres, 21ft long, 17t gross. Extremely clean & tidy all round. Award winning truck. Please call 07557 344727, Tranent

11394

LEYLAND OCTOPUS

£4,250. 1965, 600 Engine, LWB Eight Wheeler, ex Tanker, Power Steering and full airbrakes, cab is repairable. Runs and drives and re advertised due to time waster. Please call 07879 210001, Huddersfield

11356

MERCEDES-BENZ 310

£7000. 1993. Mileage: 285,000. MOT 12 months, 5 cylinder engine, 5 speed gear box, power steering, drop side body. New brakes, steering & shockers. Immaculate condition inside and out. Please call 07557 344727, Tranent

11395

PARTS

FIVE 15-INCH JAGUAR ALLOY WHEELS WITH 225/60R15 TYRES

£200. Pre face-lift, lattice design - old, but all vgc. Also 2 seats (beige) and 4 floor mats (new, maroon) for Daimler + trims and Jaguar RAC badge. £200 + transport. Please e-mail mhhodder@btinternet.com. Please call 07496 346343, South East

11460

1939-47 COMMER SUPERPOISE PARTS WANTED

Wanted. Anything considered, give us a call. Please call 07944 114235, Somerset

11406

750X20 TYRES

Free. 10-750 x 20 tyres 12-14 PLY some good some bad. All off rims free collection only. South Yorkshire. Please call 07941 414504, South Yorkshire

11453

ARTIC TRAILER MUDGUARDS X3 PAIRS

£80. Made by Jonesco. Type J43B. For twin tyres 265/70R19.5, 10.5R18, 275/80R22.5, 285/70R19.5 and 265/70R19.5. Brand new in sealed original packaging. £80 the lot. Please call 07743 557555, Durham

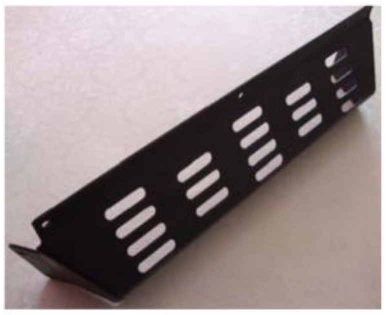
11468

ONYX FIRECAT HARD TOP AND HOOD FRAME

£180. May also fit Fire Fly? In good condition. Buyer collects from Nantwich. Please call 01270 811762 or 07534111818, Cheshire

11459

ORIGINAL MK1 BMC COOPER S SUMP GUARD



£125. Never used. Please call 01217 050849, West Midlands

11462

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LANCASTER INSURANCE

PARTS FOR EUROPEAN TRUCKS FROM 1960/1970

POA. Boost control units, electric shift unit. Please call 07818 688894, Midlands

11464

SU CARBS

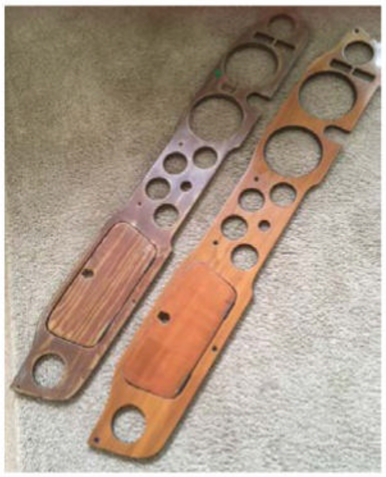
£2,350. Big carb conversion for e type v12 no more hot starting problems better MPG much better performance ready to bolt on £2350 inclusive of delivery. Please call 07395356562, Newcastle

10872

TOOLBOXES

£120. Snap on six drawer. One Cantilever. One Stanley plastic 24 inch. All with various tools and sockets. Three level tool trolley. Norbar 800 inch drive torque wrench. Ring for full list. £120 the lot. Please call 07984 681429, South Yorkshire

TWO TR6 DASHBOARD PANELS



£100. In reasonable condition. £100 for the two. Please call 01217 050849, West Midlands

11463

BEDFORD J TYPE NEW BLACK ROOF LINING

£130. Made from genuine card. Can post. Paypal or bank transfer. Please call 07749 586757, Surrey

1293

MGB GT PARTS

£75-£545. Pair new rear wings. Been tacked on then removed no damage. £545. Front rubber bumper. Excellent. £75. Fibreglass one piece centre console radio console with arm rest new unused. £80. Please call 07984 681429, South Yorkshire

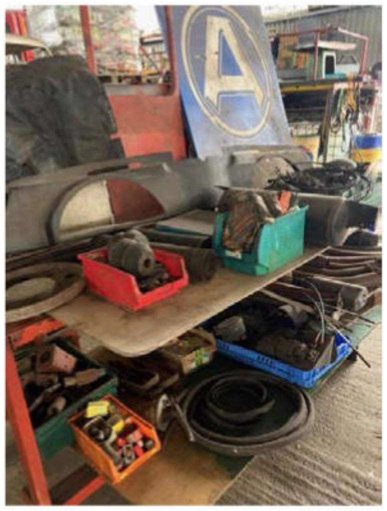
MGB/GT BUMPERS

£40-£55. Used valances rubber bumper one metal £50. One fibreglass £40. Chrome bumper. One metal £55. Two fibreglass £40 each. Please call 07984 681429, South Yorkshire

TRIUMPH/MGB PARTS

£50-£350. Triumph Stag 5 spoke alloy wheels with 185 60 14 tyres with full set MGB black LE nuts £350. Original high back seat in black £50. 1 pair MGB stainless oversills £60. Please call 07984 681429, South Yorkshire

ATKINSON PARTS



£900. Many different parts for sale some new and some old. Please call 07786 543698, Cambridgeshire

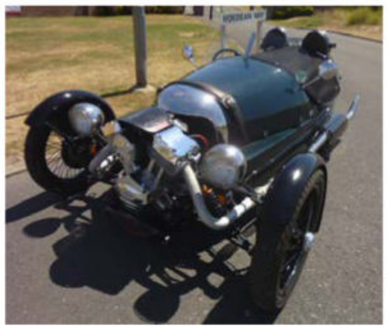
11442

BEDFORD W TYPE, O TYPE, TK VARIOUS PARTS

£1000. Various parts for sale. New & used Job Lot. Please call 07786 543698, Cambridgeshire

11443

MORGAN THREE-WHEELER PERSPEX AERO SCREENS



£75. I have a pair of Morgan three-wheeler Perspex (or possible Polycarbonate) aero screens in scratched but otherwise good condition, however they passed the MoT in situ. They came from my modern M3W and maybe suitable for other makes of trikes. Cost new would be (would you believe) £650 with fitting labour costs. I'm just asking £75 + £5 p&p for a quick sale. I also have some very nice Morgan promotional fold-out brochures including the M3W, Aero 8 and classic range etc. All in mint condition kept in plastic wrappers. Please ask for details as I need to clear-out cheap! Email me Geof on: ggweiner11@gmail.com. Please call 07890 836734, East Sussex

11153

ALFA DUETTO BOATAIL

POA. Best offer. 1967. Failed resto. Company vanished. Not a viable resto but possible skilled enthusiast job. Rolling chassis and all required new repro panels no engine. V5 included. Viewable Derbyshire. Please call 07785 280692, Derby

11420

FORD RECONDITIONED STARTER MOTOR AND WATER PUMP

£15-£25. Reconditioned starter motor for FWD Ford CVH £25. As new water pump 1966 on £15. Buyer to collect please. North Nottinghamshire. Please call 01777 818569, Nottinghamshire

11421

MG MIDGET PARTS

From £1. 1975. Spares from £1. MG Midget 1975 breaking. All parts including good hood. North Wales. New Michelin X on Rostyle. Please call 01978 790820, Denbigs

11427

W123 230E ORIGINAL MERCEDES EXHAUST

POA. Complete new unused, offers. Please call 01883 348187, South East

11413

ALLOY WHEELS & WINTER TYRES

£450. Pirelli Sottozero Winter Tyres 225/45 R17 94V Winter Tyres 5mm tread all round, currently on multispoke alloys 7.5J 5-hole 112mmPCD. Used on Mercedes C-class for just one month on holiday to Bavaria. One small scrape on one wheel only (see pics). Wheels and Tyres together £450 (cash & collect). Located in Hampshire (SO53). Please call 07884 353877, Hampshire

11409

CITROEN 2CV PARTS

POA. Used Citroen 2CV spares. Please call 02085 293101, London

11417

COOPER BMC MK1 SUMP GUARD

£125. Genuine S sump guard. To fit mk1 subframe. Never fitted and as new. Please call 01217 050849, West Midlands

11408

AUTOJUMBLER GIVING UP GARAGE FULL CAR PARTS, ACCESSORIES, MANUELS AND MAGAZINES

£500. Buyer collects. Too much to list 13x4 trailer full autojumble. Please call 0130 688449, Surrey

11363

HONDA/ VAUXHALL CB250 ASTRA PARTS WANTED

£200+. Wanted. 1970. Honda CB250 engine, single cylinder twin exhausts. Also Astra 1.8 petrol engine. Please call 07811 549780 or 01947 840520, North Yorkshire

11362

MG "Y" SERIES PARTS

£250. 1950's 60's. One MG Y Bonnet in very good condition. With MG Chrome fittings £150. Also Stromberg carbs 1.5 bore £100. Please call 07542 297284, Hampshire

11367

MG MIDGET PARTS

POA. 1973. Offers. Genuine Lenham full one piece front end. Steel wings, solid, no filler, primed steel doors, 4 fibre glass wings wood frames, full dashboards and more. Please ring for prices. Please call 01924 490893, West Yorkshire

11364

SKODA FELICIA PICK UP PARTS WANTED

Wanted. I'm looking for a carpet, and barrell and key for rear door or tailgate for a 2000 Reg Skoda Pick Up. Also a canopy for back. Please call 00353872 471667, Ireland

11360

VARIOUS MORRIS, AUSTIN AND DATSUN-NISSAN PARTS

POA. Two wings Morris or Austin A60 BMC original parts for A55 MK1 many parts doors, bonnets, boot Datsun-Nissan 910 parts, sills, W10 Diesel. New springs for D21-22 Pickup. Please call 07733 077766, Cumbria

11361

WANTED OLD TRUCK ACCESSORIES FROM THE 70'S 80'S AND 90'S

Wanted. Window flags, scarves, stickers, sun strips etc. Please call 07980 310559, County Antrim

11354

WHEEL TRIMS AND OTHER VEHICLE PARTS

POA. Wheel Trims off Transcontinental Plus Fittings. Set Hatchers Wheel Trims. Tyre Cutter. Assortment Rear Lenses, Rear Lamps, Cab Beacon. Two Hella Fogs and Spot Lights. 24 Volt Bulbs. ETC. Please call 07592 511305, South East

11396

OLD DAF AND VOLVO TRACTOR UNITS WANTED

Wanted. Old tractor units/ others considered. All makes considered. Please call or WhatsApp 07786580969, South East

11281

WANTED COOPER S RED GREY GOLD BROCADE BASE REAR SIDE PANELS

Wanted. Or any bits parts etc. Any condition. Please call 07979 406536, South East

11047

MINI COSMIC ALLOY WHEELS

£150. Set of four 10" good condition. Please call 01534 855404, South East

11090

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MISC

BRITISH RAIL STATION SIGN

£65. In green enamel. Few chips on outside 4 fixing holes, size 18x7 inches. Post free. Please call 07780 123683, Hampshire

11454

DINKY GIFT SET 35 SMALL CARS

£650. This is one very rare set been 1940s. The set is in very good order as so is the box which still has its sleeve the models are Midget racer 35B. MG Sports. 35c. Austin7. 35D. Can post. Please call 07395 356562, Newcastle

11279

MACK COLLECTION

£75. Mack collection- inc. key to the city of Allentown P.A. 2 Mack books, Mack spec brochures, badges, 3x die cast models, metal bulldog plate, brass bulldog etc. Oxford area. Please call 01235 530592, Oxfordshire

11456

NUMBER PLATE S4D SW

£1,300. Sad SW. Please call 07836 548731, Essex

10769

CORGI MINI POP ART NO 349

£1,650. Both model and box are still in super condition this model is very hard to find when still in its original box grab a bargain. Please call 07395 356562, Newcastle

11016

GLASS SMALL GLOBE

£75. 5" dia Pratts nice condition, post free. Please call 07968 659967, Surrey

11449

LAMBRETTA SERIES 1, 2 & 3 FIAAM TWIN TRIPLE PIPE EXHAUST

£450. Brand new it's got all the fixtures and fittings, all in chrome. It's only been unwrapped to take the photos. Can post for extra £20 including insurance. Please call 07749 586757, Surrey

720

LEATHER JACKET

£125. Brown. Real sheep skin. Size S/M (mens). New but unwanted. Ideal for convertibles. Can post UK. Please call 01234 213871, Bedford

11444

MICHELIN MAN

£70. Michelin Casings and Tubes 14 inches height, very heavy cast ally chromed, post free. Please call 02083 997541, Surrey

11445

NUMBER PLATE L13 PHL

£500. Held on retention document. Please call 07598 523480, Norfolk

11446

ONE ESSO TIGER TAIL

£14. MOD'S Lambretta Scooter 1960's. Can post for £4.90 extra, Paypal or bank transfer. Please call 07749 586757, Surrey

1566

ROLLS ROYCE GAS LIGHTER

£50. Flip top lid size 3x1.5 inches. Hinge slightly loose. Post free. Please call 07432 583904, Surrey

11448

SCALEXTRIC BUGATTI C70 VINTAGE

£2,250. 1960s complete with maintenance manual both model and box are in excellent condition extremely rare offer can post. Please call 07395 356562, Newcastle

10871

2 VINTAGE CRASH HELMETS

£100. By Geno Paris 1930-50s. Both inc heads straps on. £100 pair. Please call 02083 997541, Surrey

11425

CLARKE OXY-ACETYLENE WELDING SET AND CUTTING

£100. Complete carry case included little use no cylinders collection only. Please call 07426 203851, Lincolnshire

11418

CORGI ERF V LOW LOADER

£40. Corgi ERF V low loader heavy haulage with Corgi bulldozer as load fully working as new. £40.00 inc p+p. Please call 07786 385415, South East

11415

CORGI TRUCKS +4

£30 each. Guy Blue Circle Guy Wynns Guy De Valley Ford Thames Trader Pickfords all as new £30.00 each inc p+p. Please call 07786 385415, South East

11414

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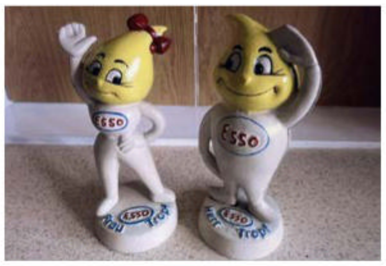
ESSO OIL DRIP LADY MAN MONEY BOXES



£50. Cast ally 10 inches height. Please call 07780 123683, Hampshire

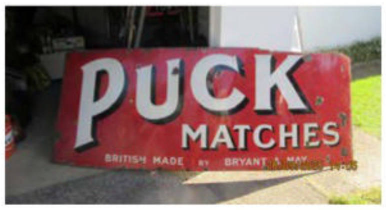
11424

FREE PLASTIC MODEL CAR PARTS FROM OLD AMT 2 IN 1 KITS

Free. Engines, Chassis and Suspension Parts, Body Parts, etc. I will pay postage within the UK. Please call 01884 254099, Tiverton

11410

PUCK MATCHES ENAMEL SIGN



POA. 2.5 mtrs long by half a metre high. Please call 07906 006172, Cornwall

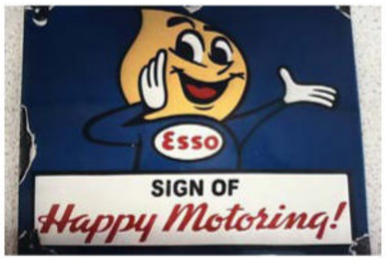
11345

APPROX 2000+ COPIES OF COMMERCIAL MOTORS MAGAZINE FROM 1964 TO 2018

POA. Collection only. Please call Alan. Please call 07971 566375, Shropshire

11357

ESSO SIGN OF HAPPY MOTORING ENAMEL SIGN



£65. Size 12x10 inchs. Please call 02083 997541, Surrey

11369

WORKSHOP MANUALS

£4.95 each. For BMW 3-series petrol models, Peugeot/ Talbot diesel engines, Jeep Cherokee petrol, Triumph 2000 MK2. All in VGC. Please call 07399 359072, Canterbury

11407

LOCK-UP GARAGE SALE OF AUTOMOBILIA & RELATED ITEMS

POA. Must clear my lock-up to house my Morgan three-wheeler for the winter. So, good quality car and cycle related items etc. Including a R.A.C. full membership badge, other motoring and related badges etc. Vintage Bronze pig-tails key hanger, Rare pair 1937 Coronation mugs designed by Dame Laura Knight. The AutoCar original sketch of 1970's, Goodwood F.O.S. menu, L.S. Laurie signed prints, F.l. passes etc., petrol cans, car chargers, electrical items and a large suitcase of useful household and other goods all to clear very, very cheap! + Lots of car and collector's books, classic car magazines, antiques magazines, auction catalogues of Bonhams etc. will be free for you when you buy this lot for cash only please. Email: ggweiner11@gmail.com for photos. Please call 07890 836734, East Sussex

11340

AVELING MARSHALL 105

£5,500. Ford six cylinder engine, three point linkage, and rare pto, 4400 hrs showing, running gear good, hyd dozer blade kit included. Please call 01207 233141, South East

11376

CATERPILLAR D4D

£5,000. 1969, wide tracks, draw bar, engine rebuilt, 2013, receipts, all glass in cab, cab by cab craft, steers and tracks, but running gear needs sorting. Please call 01207 233141, South East

11378

CLASSIC VAN & PICK UP MAGAZINES

£50. Full set pristine condition £50 buyer to collect. Minor Monthly Magazines full set pristine condition £50 buyer to collect. Please call 01553 764542, Norfolk

11368

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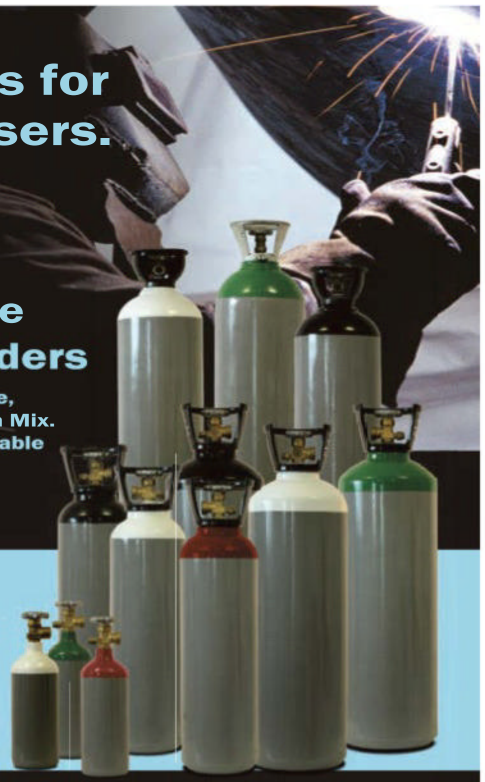

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LAST ORDERS

Join in the *CCB* social scene by sending us your photos and emails, sharing your thoughts and opinions. Write to: ccb.ed@kelsey.co.uk.

SNEAKY SALOON

Reader Donald Yonge got in touch regarding the Classic Scene in our October 15 issue: "I reckon that over on the right, centre of the coach, is the top of a large Farina saloon. What do you think?"

Good spot, Donald – hard to miss that wraparound windscreen!

CARS OF THE PEOPLE

Great British People's Cars!
Morris Minor vs Austin A30

The Morris Minor vs Austin A30 video on our *Classics World* YouTube channel prompted plenty debate from commentors. @NicholasSadlier recalled a Minor with L-plates: "I learnt to drive in a Minor in 1980. Very solid, good gearchange, very abrupt clutch. Even then it felt absolutely prehistoric!" @robertf2715, meanwhile, has experienced of a brisker Austin: "My father-in-law has an A35 which he used to race in the HRDC series - with the Swiftune engine, it's a little screamer!"

MEMORY LANE

The coupé for the true connoisseur.

The hot M635CSi variant of BMW's E24 coupe was quite something in 1987, as this brochure details: "The BMW M635CSi has been styled to please the eye. Smooth, soft curves, uncluttered lines, genuine class. So it's no surprise that two museums of modern art already have the BMW coupé as one of their permanent exhibits. But looks alone do not make an outstanding car. The M635CSi also offers a large luggage compartment…an interior with enough space to make your journey very pleasant also for your rear-seat passengers." It looked fast, too – "Wide enough for an elaborately engineered chassis. Large enough for the powerful M engine. The inclined radiator grille provides an optimum flow of cool air into the engine compartment, giving the M635CSi its typical BMW look without detracting from its individuality. A coupe for the true connoisseur."

NEXT ISSUE

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◀ THREE'S A CROWD

We celebrate 50 years of the 3 Series, BMW's most successful model that brought the brand's core values to new customers, racking up millions of sales and becoming a legend in the process.

▼ METRO MANIA

Often called the thinking man's Mini, the Metro is a fast appreciating and endangered national treasure. We share our buying advice.

▲ CLASSIC CHOICE

The Jaguar XK8 makes for a hugely appealing modern classic GT car, but can it fend off the exotic Maserati 4200 and slick Mercedes R230 SL?

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